Latitude 38

VOLUME 277 JULY 2000

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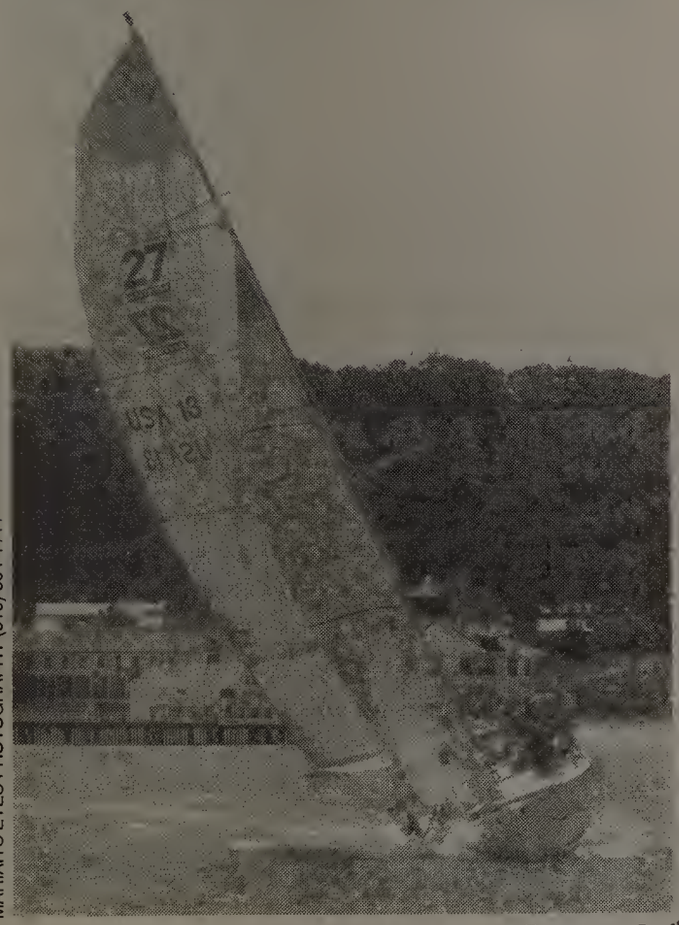
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MARIAH'S EYES PHOTOGRAPHY (510) 864-1144

Cascade*

Cascade is Steve Rienhart's Antrim 27. Named after the Southern Pacific train that traveled the western corridor through the Cascade Mountains, *Cascade* made tracks in the 1999-2000 Berkeley/MYCO midwinters Sunday series.

Importantly, in this series it was decided on a few of the boats that the "girls" were to drive. So Steve's "girl," Laraine McKinnon, invited Jim Antrim as tactician and put Steve in charge of the crew - and Laraine finished first in the "sport boat" fleet.

Cascade is fully "Powered by Pineapples." Steve and Laraine both appreciate the time spent by Pineapple developing fast sails for the Antrim. And the service and support they've received in optimizing those sails.

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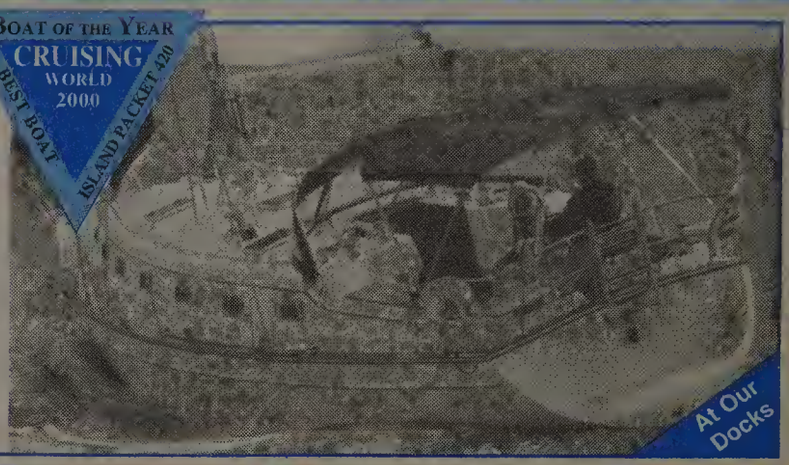
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Passage Yachts...

Island Packet 420

55 IP 420s have been sold in 6 months. *Sail* magazine chose the 420 as one of the Top 10 Boats for 2000, saying, "Every design element, piece of gear and systems installation, fulfills its builder's stated mission: safe, comfortable cruising and long-term liveaboard use. The boat is a study of the sturdy and the sensible with traditional concepts rendered in modern materials." *Cruising World* magazine chose the 420 as the 2000 Boat of the Year for Best Full-Sized Cruiser Under $400,000.



Island Packet 380



Island Packet 350



Island Packet 320

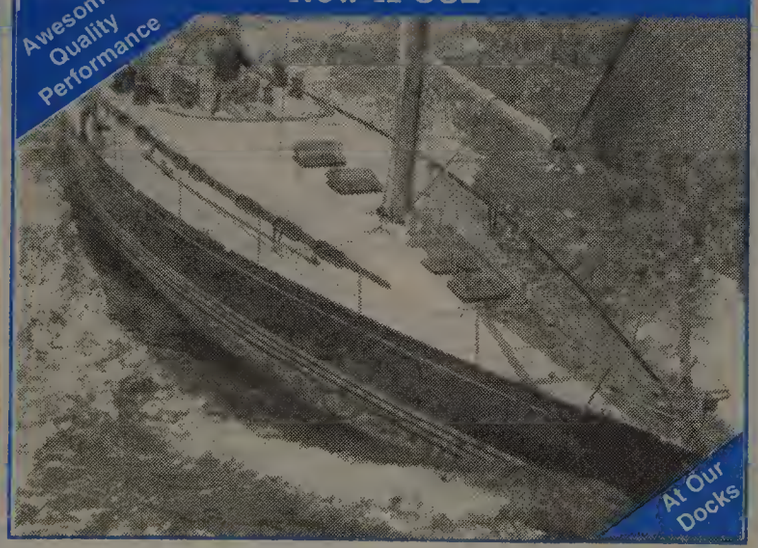




X-Yachts X-382

Cruising World magazine's panel of experts judged the X-442 the Best Racer Cruiser for 2000. The X-382 has all the quality construction as its bigger brothers, like a heavy welded steel grid system for load distribution and state-of-the-art hull lay-up with Divinycell, E-glass and triaxial glass for strength and light weight. The interior joinery is scrumptious, the deck layout and hardware near perfection. This high-class yacht is designed and built by sailing fanatics for sailing fanatics. Elegant and fast, the X-382 is one of the sweetest boats you will ever sail.

New X-562



X-442



...a Sailor's Destination



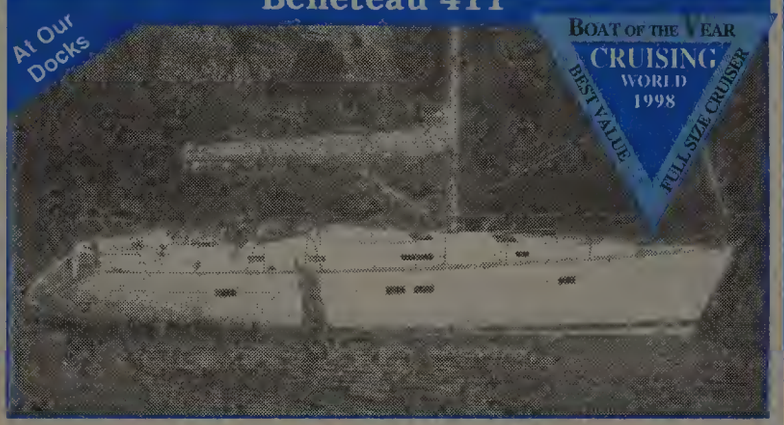
Beneteau First 40.7
Designed by Bruce Farr

This dual-purpose design presents a seamless blend of high performance sailing and all out comfort. Whether you race a little, a lot or just savor exceptional sailing performance, this Bruce Farr design provides high quality sailing for avid sailors and cruising families. The exceptional fit and finish along with first rate hardware and design provide incredible value. Order your 40.7 now for one design racing next summer. Six boats already sold.

Beneteau 461



Beneteau 411



Beneteau 381



Beneteau 361



Beneteau 331

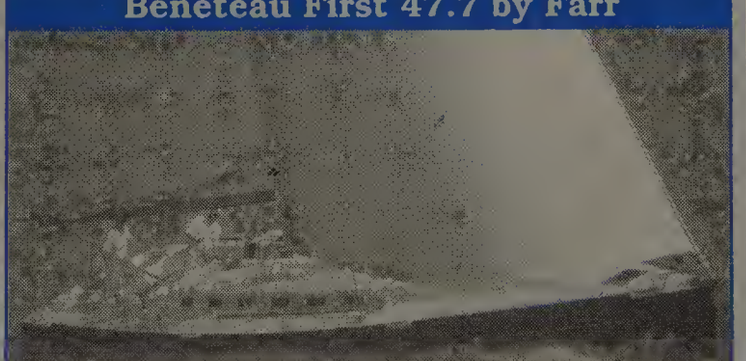


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Beneteau First 47.7 by Farr



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Cruising Cats USA
Luxury Sailing At Its "Level Best"



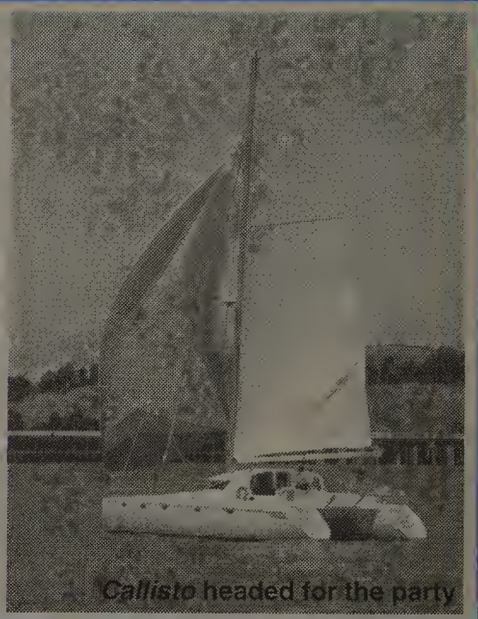
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Fountaine-Pajot

The Fur Really Flew

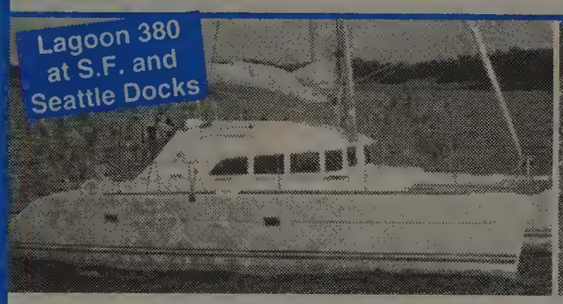
Last month *Latitude 38* instigated a catamaran race/cruise to Vallejo that was 'sposed to be more cruise than race, but Marc Roth and his feline partner Mookie made it quite a cat fight. He stomped on the mainsheet and bobbed and weaved his way through the whole fleet with speed and style. There were a lot of good boats trying to keep up – you weren't racing were you Gary? – but Marc's **Fountaine-Pajot Venezia 42** was, with all three crew snacking and lounging, just too fast. Way up ahead and the last to see Marc go by was Mary Swift and her Oakland sailing school **Gemini 105.** Following those two CCUSA boats into Vallejo was a great party: a whole bunch of smart, fun-loving sailors who got together to enjoy the camaraderie of a common decision:

Cats Are the Way to Go!

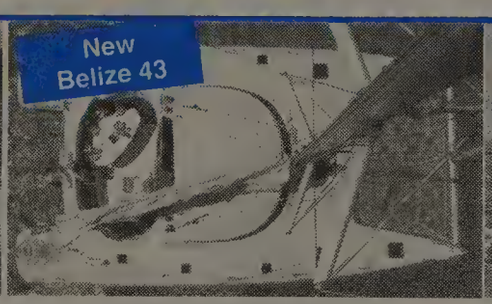
Don't miss the next one of these parties because you don't own a cat – we sell the best and the fastest – or don't know someone who does... look around, the numbers are catapulting.



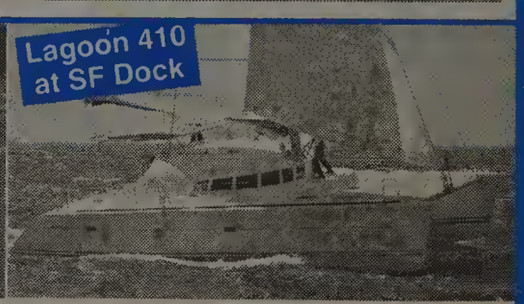
Callisto headed for the party



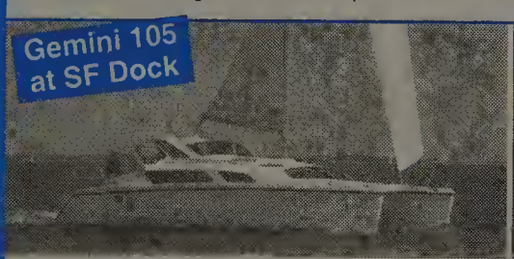
What a popular niche this winner has carved: easily handled by a couple, bigger staterooms than a 60' monohull, all the catamaran advantages with a startlingly thrifty price tag. After reviewing the first six months, the builder remarked, "We might have set the price too low!"



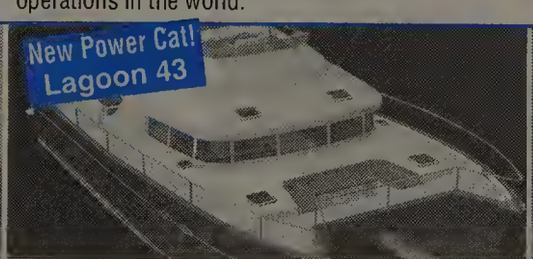
The newest Fountaine-Pajot is to our eye the best yet. They're just coming off the line now, but you don't have to wait till ours arrives on the Coast to see one. If you're looking for a top quality 40-45' catamaran, come with us to the factory and see one of the most sophisticated boat building operations in the world.



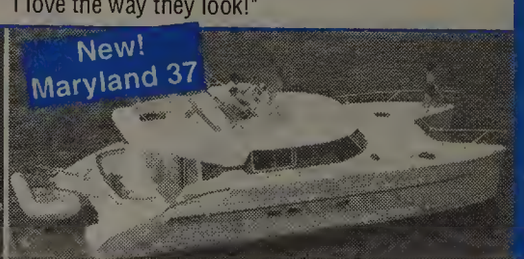
The most controversial design feature of the 410 has become its most endearing. No doubt the vertical windows are practical: They open the bridgedeck salon to nonpareil headroom and spaciousness, and panoramic, cool, shaded sightlines. But the comment we hear most now is: "I love the way they look!"



Seeing the new galley layout in the latest 105, we are reminded that this is a fabulous machine for Delta fun. Fast, nimble, shallow draft, lots of deck space and his & her swim platforms!



Debuts in December. 43' x 21' x 3'11". Two 125-to-250 hp diesels. Only three available in 2001. Special $322,000 introductory price (base-boat France). Call for details.



Arriving July at our Seattle office. Inside and flybridge steering stations. Twin 140 hp diesels. Owner's suite in one hull, 2 guest cabins in the other. Beautiful galley. 1,000 mile range. Up to 20 knots. $286,000 (ex-works, France). Call now!

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Bay Island YACHTS

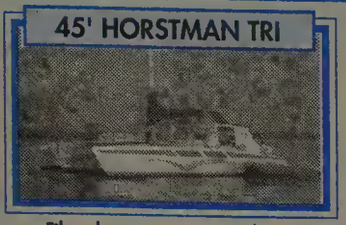
(510) 814-0400

Home Page: www.yachtworld.com/bayisland

Brokerage

28'	O'DAY, '84	$13,500	36'	MARINER, '79	$59,900
28'	DUFOUR, Mezzo	$26,500	37'	MASON, '79	$64,900
29'	C&C, '79	$24,950	38'	REINKE S10 alum, '95	$80,000
29'	ELITE, '79	$29,900	41'	FORMOSA, '72	$69,900
30'	TAHITI, '77	$26,000	41'	NEWPORT, '79	$44,500
30'	S-2 9.6C, '81	$34,500	43'	GULFSTAR, '76	$84,950
30'	ISLANDER	$19,750	44'	ISLANDER, '69	$38,500
30'	CORONADO	$12,900	45'	HORSTMAN TRI, '85	$99,950
32'	MARINER, '77	$29,900	45'	KRONOS CAT	$298,500
32'	BRISTOL, '78	$35,000	47'	STEVENS, '82	$239,000
32'	CHALLENGER, '75	$21,000	48'	LIGHTWAVE, '90	$279,500
34'	VAN DER STADT , '87	$45,000	50'	GULFSTAR, '77	$129,500
			65'	MACGREGOR, '86	$150,000

45' HORSTMAN TRI



Fiberglass cruising tri ready to go and at our dock. $99,950.

45' KRONOS, 1992



Well founded world cruiser. Stop by and take a look. $298,500.

47' STEVENS, '82



She is absolutely ready to go cruising today. At our dock. $239,500.

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World cruise in style and comfort, one look and you'll want to go. $279,500.

50' GULFSTAR SLOOP



Two cabin layout, great for the couple who want to go anywhere. Our dock. $129,500.

65' MACGREGOR



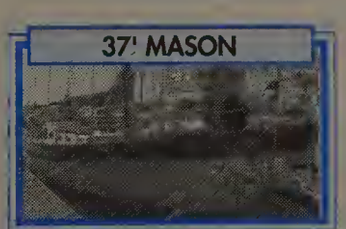
Charter ready and USCG certified. Start your own business. $150,000.

36' MARINER



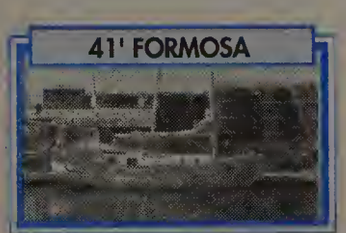
Modified underbody, enclosed aft cabin, great cruiser. Our dock. $59,900.

37' MASON



Built by Hans Christian and kept up well. Priced right for a quick sale. $64,900.

41' FORMOSA



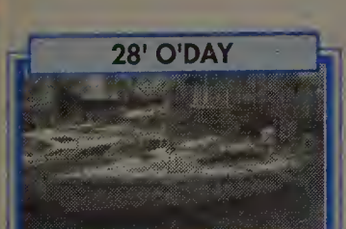
Lots of recent upgrades including aluminum spars & furling. Asking $69,900.

43' GULFSTAR



Great two cabin layout for cruising or dockside living. Our dock. $84,950.

28' O'DAY



New Listing. Well priced and a great boat for the family. Our dock, $13,500.

29' C&C



Club race or cruise the Bay; she's great for both. At our dock. $24,950.

29' ELITE



One owner, enclosed aft cabin, diesel, a lot of boat. Our dock. $29,900.

32' MARINER



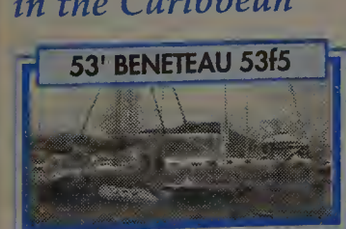
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53' BENETEAU 53f5



This 1995 model is in top condition and ready to cruise. Asking $349,000.

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Moondance *in Thailand*

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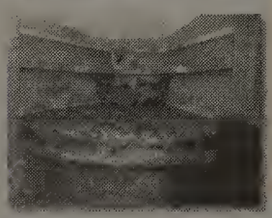
Latitude 38 welcomes editorial contributions in the form of stories, anecdotes, photographs - anything but poems, please; we gotta draw the line somewhere. Articles with the best chance at publication must 1) pertain to a West Coast or universal sailing audience, 2) be accompanied by a variety of pertinent, in-focus black and white (preferable) or color prints with identification of all boats, situations and people therein; and 3) be legible. Anything you want back must be accompanied by a self-addressed, stamped envelope. **Submissions not accompanied by an SASE will not be returned.** We also advise that you not send original photographs or negatives unless we specifically request them; copies will work just fine. Notification time varies with our workload, but generally runs four to six weeks. Please don't contact us before then by phone or mail. Send all submissions to *Latitude 38* editorial department, 15 Locust Ave., Mill Valley, CA 94941. For more specific information, request writers' guidelines from the above address.

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SABRE 452 ... *A Dream to Sail in a Breeze!*









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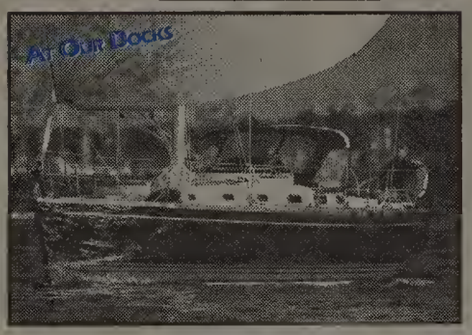
SABRE Moody TARTAN YACHTS C&C YACHTS



C&C
In Stock: 110 & 121
Come see the interior of this incredible speedster!

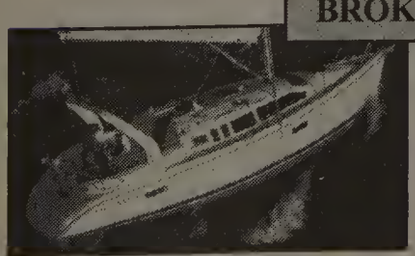


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In Stock: 42 & 46
Available: 380 & 54
Classic Bluewater Cruiser!

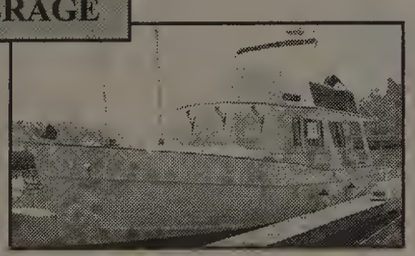


TARTAN
In Stock: 3500, 3700 & 4100
Available: 4600
Recently Named "Boat of the Year!"

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1999 - HUNTER 340
"Better than new" ... just traded in! 2 spacious staterooms, full-serve galley, light & airy interior, lots of options! $109k. (sistership)



1999 - GRAND BANKS 42
Europa 42! Fully-equipped, enormous living and entertaining accommodations. Turn-key condition! $569k.

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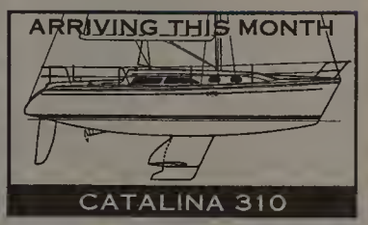
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NEW BOATS



CATALINA 36 MkII



CATALINA 310



CATALINA 42



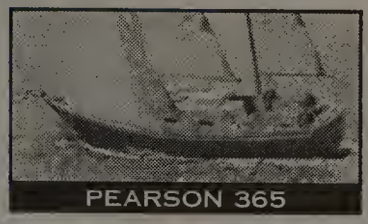
CATALINA 320

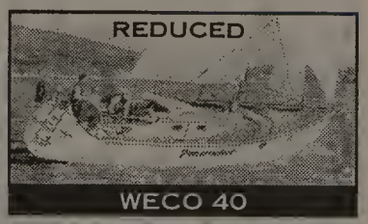
ARRIVING SOON: CATALINA 310 • 320 • 36 MKII • 42 MKII Queen Island

Catalina Yachts

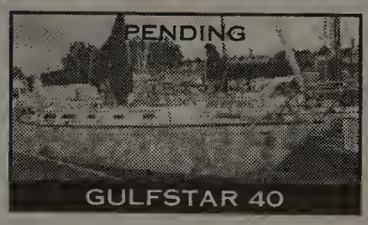
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BROKERAGE


PEARSON 365



WECO 40



GULFSTAR 40


EXPRESS 27

Santa Cruz slip subleases available with new purchase!

CATALINA

BROKERAGE

SAIL			
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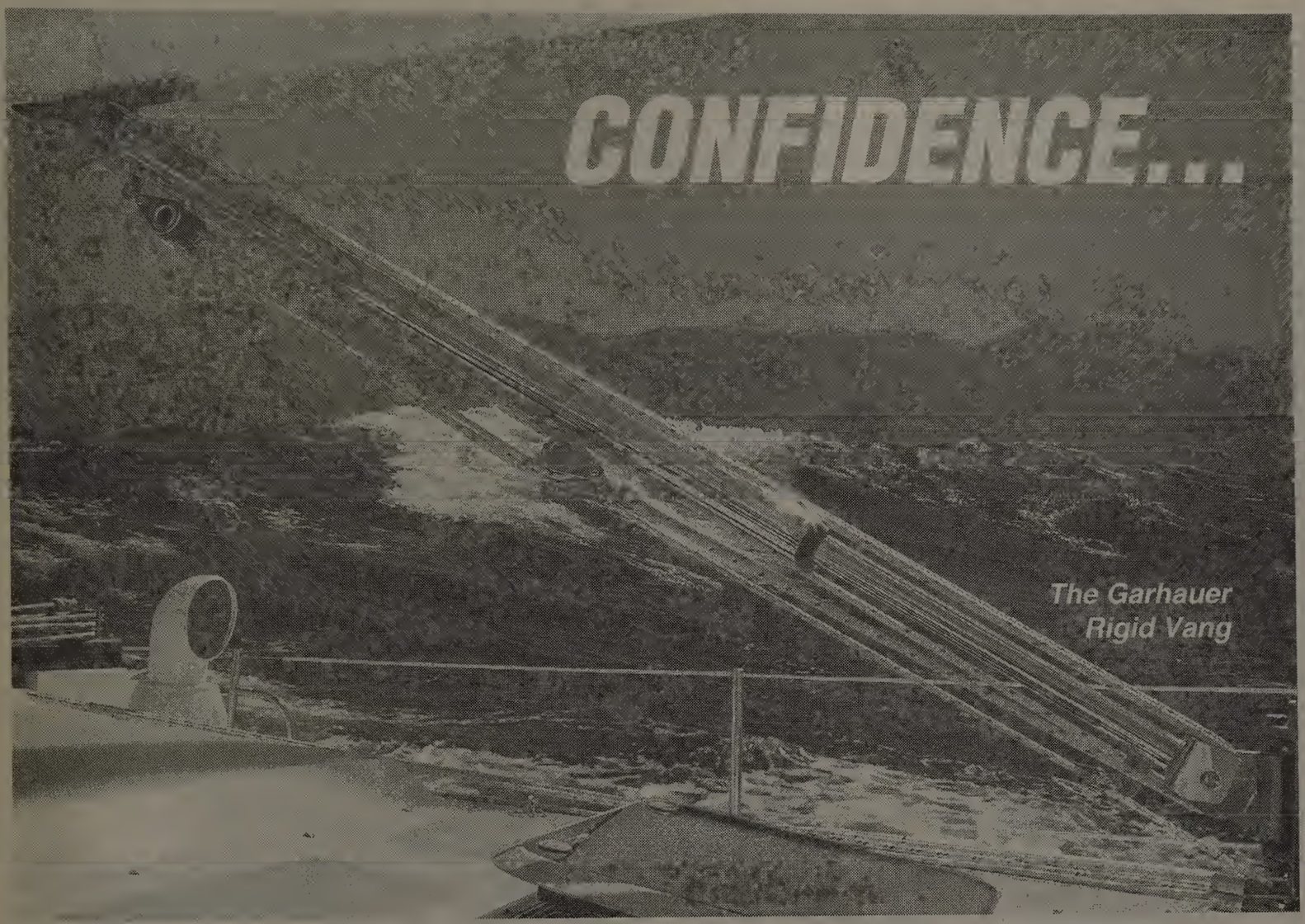
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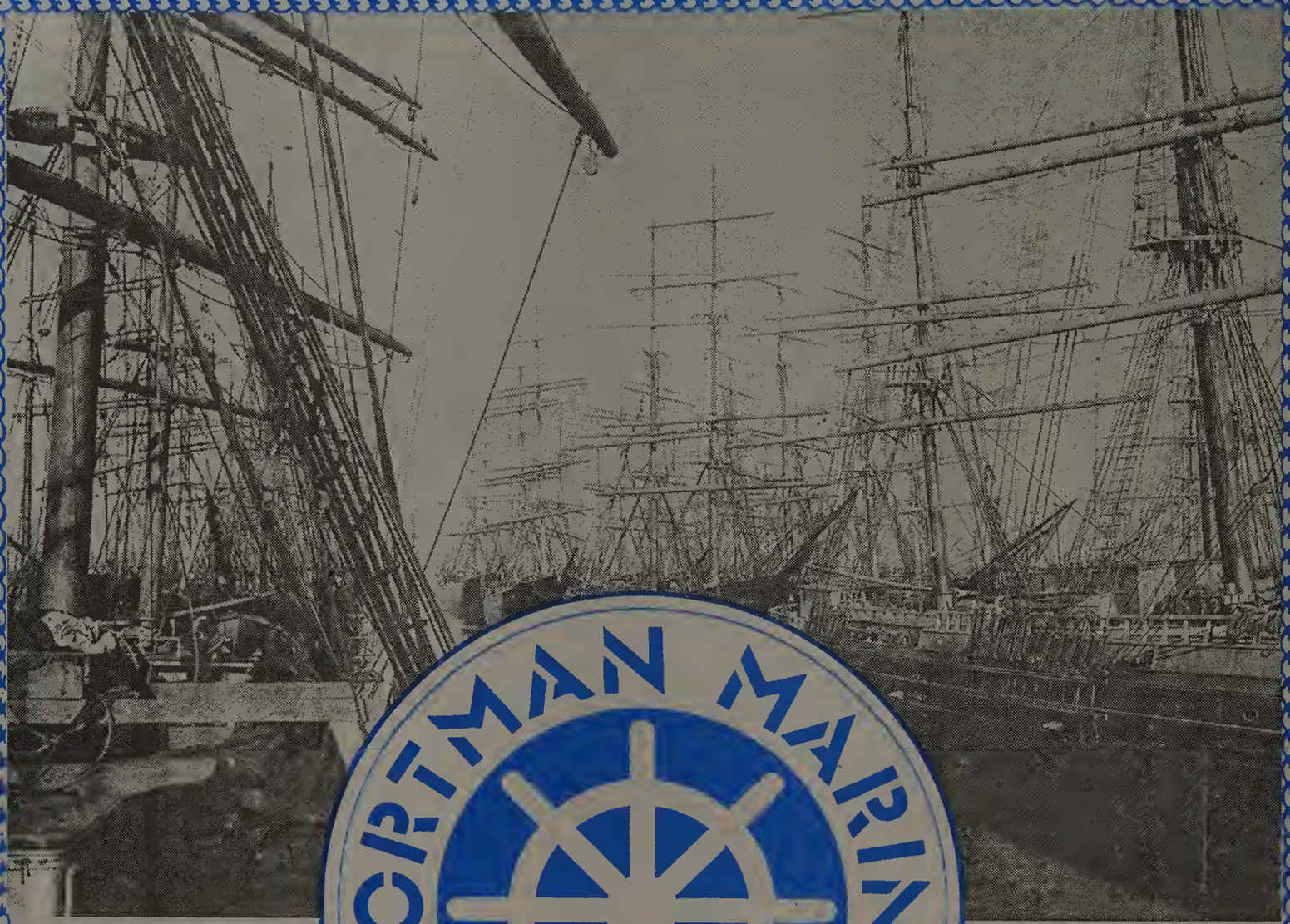
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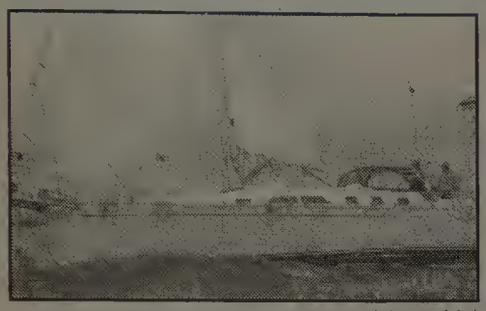
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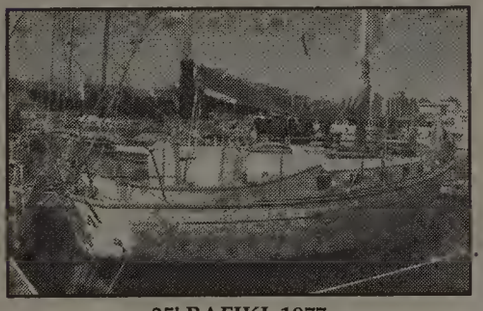
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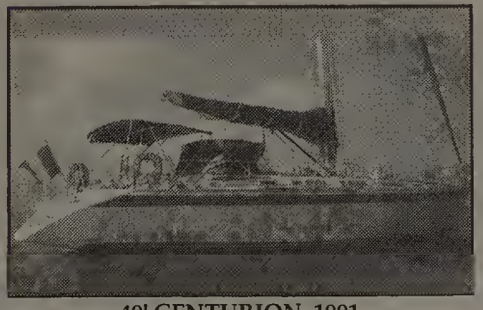
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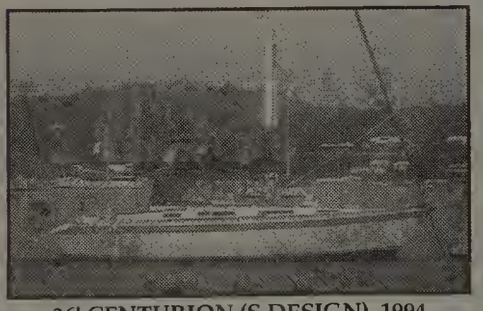
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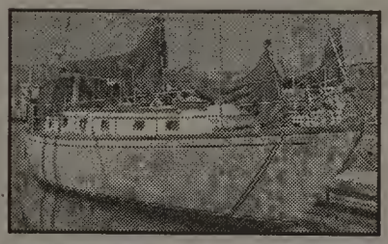
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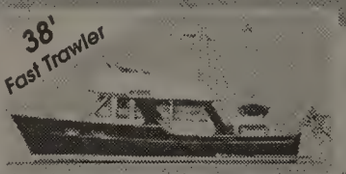
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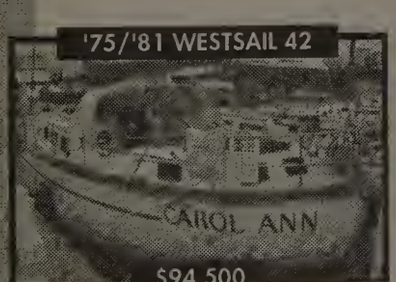


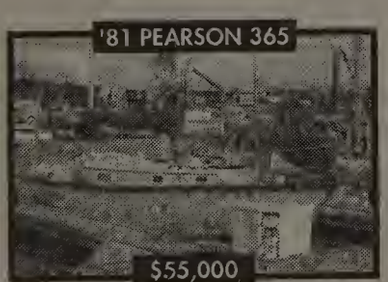
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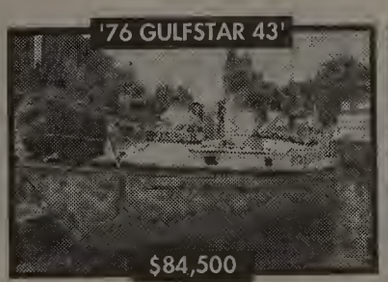
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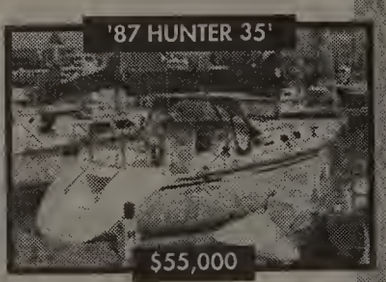
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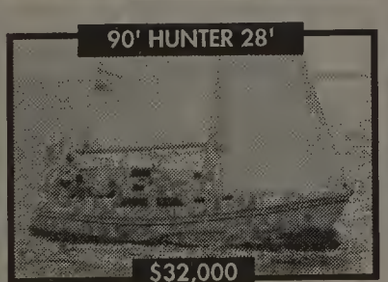


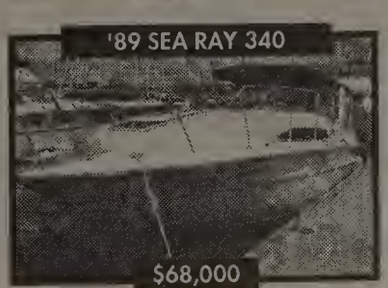


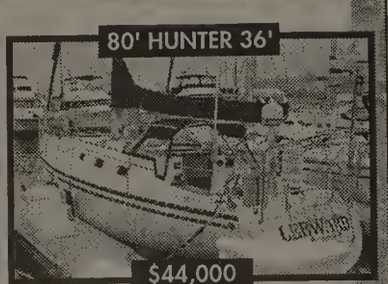


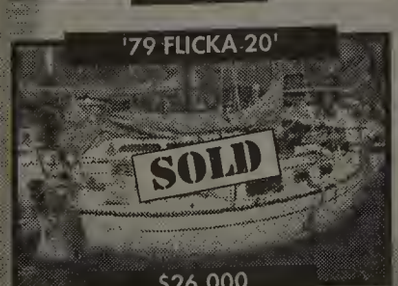


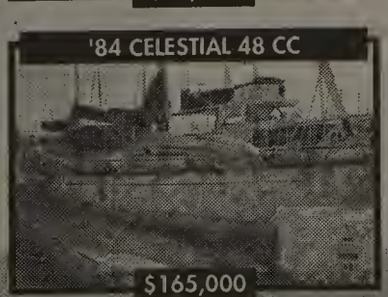




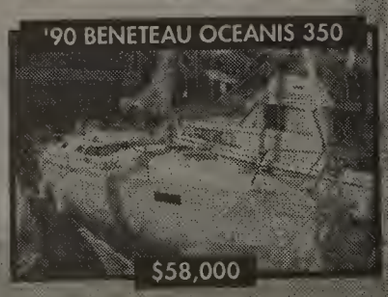








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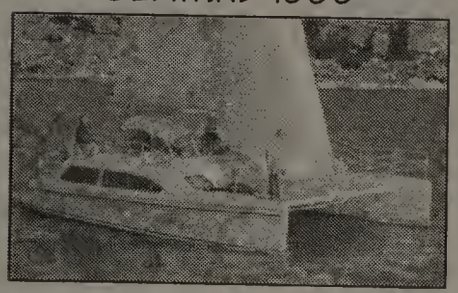


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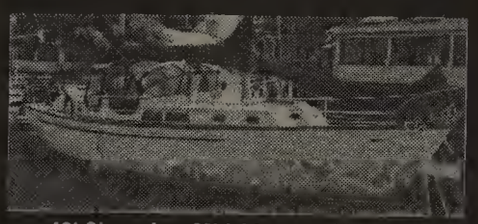
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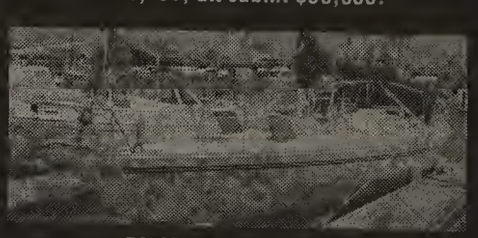
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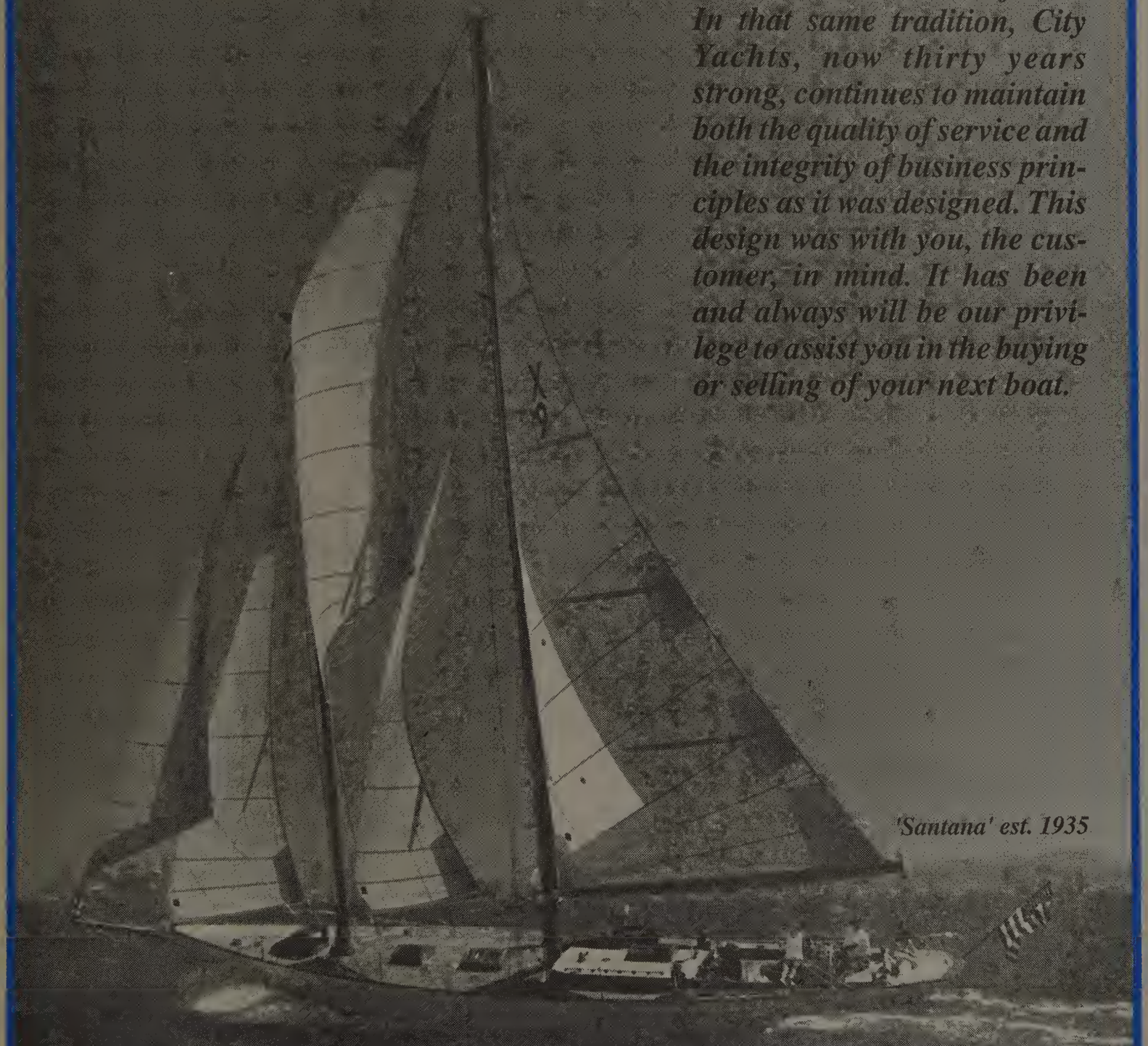
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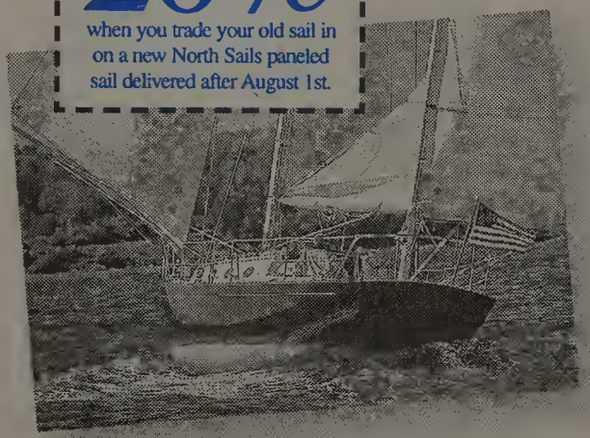


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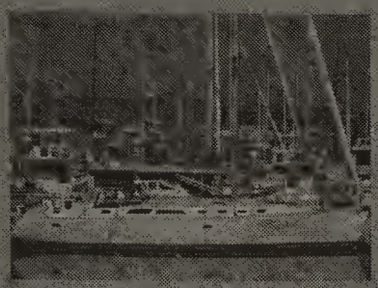
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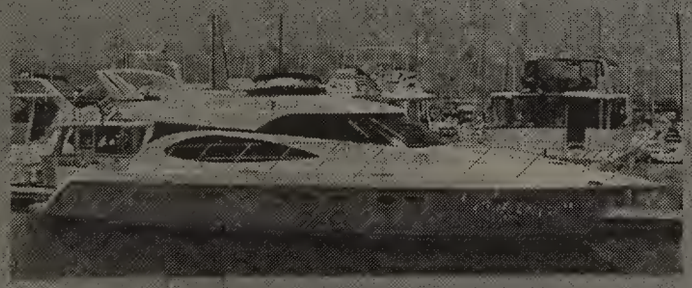
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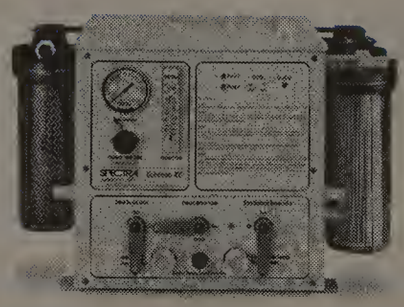
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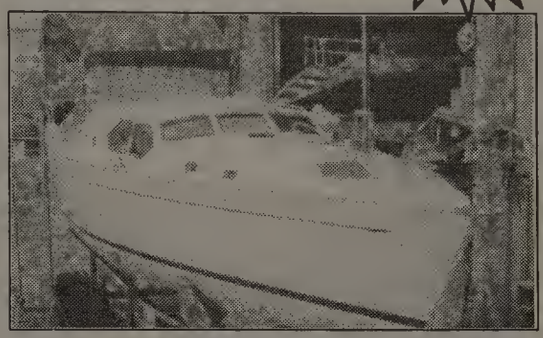
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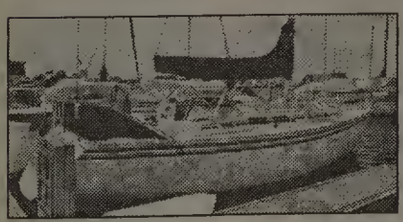
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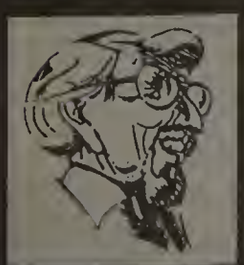




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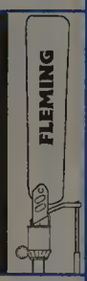
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BAJA HA-HA VII

IMPORTANT DATES

September 10 — Entry Deadline
October 3 — Mexico Only Crew List Party.
October 21 — 'Ha-Ha Welcome to San Diego Party' hosted by Chris Frost of **Downwind Marine**.
October 29, 10 a.m. — Deadline for all Skipper and Crew Release & Waiver forms.
October 29, Noon — Skipper's meeting.
October 29, 2 p.m. — Ha-Ha Halloween Costume Party, hosted by **West Marine**.
October 30 — 'Lay day'.
October 31 — Start of Leg One, 10:00 a.m.
November 3 — No host party at **Vera Cruz Restaurant** in fabulous downtown Turtle Bay.
November 4 — Famous Turtle Bay Beach Potluck.
November 5 — Start of Leg Two.
November 7 — A day to play at Bahia Santa Maria.
November 8 — Start of Leg Three.
November 9 — 'Can't Believe We Cheated Death Again' dance and party at Squid Roe. Optional.
November 10 — Cabo Beach Party.
November 11 — Awards presentations party hosted by the **Cabo Marina** and **Corona Beer**.

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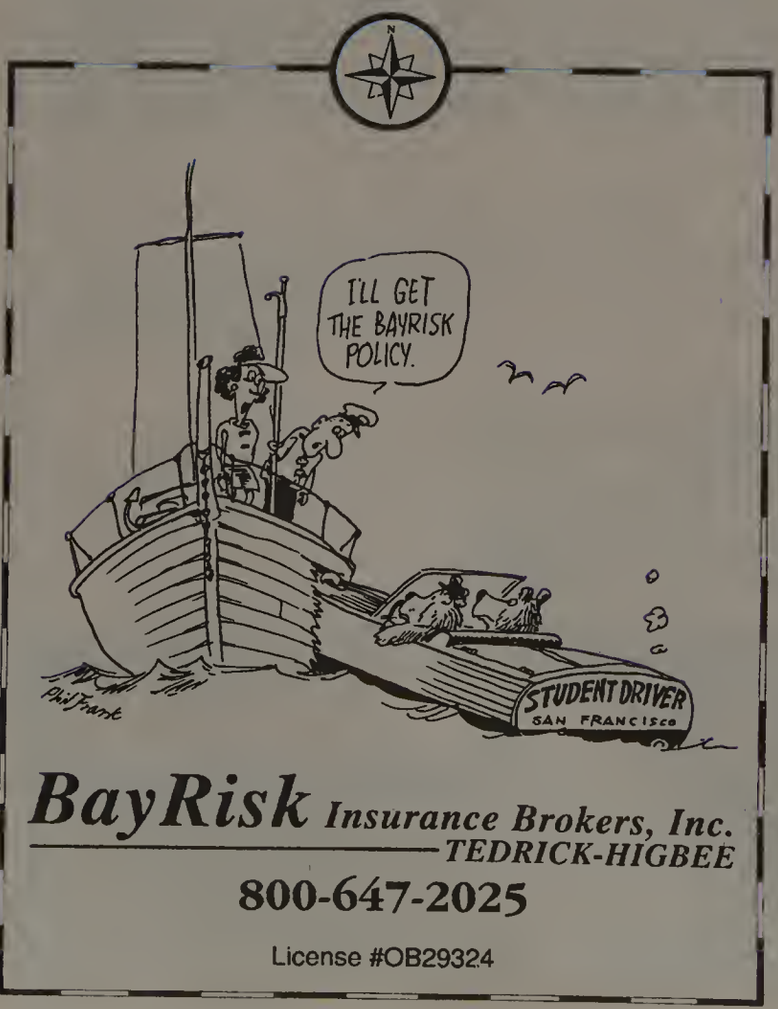
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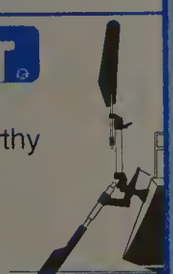
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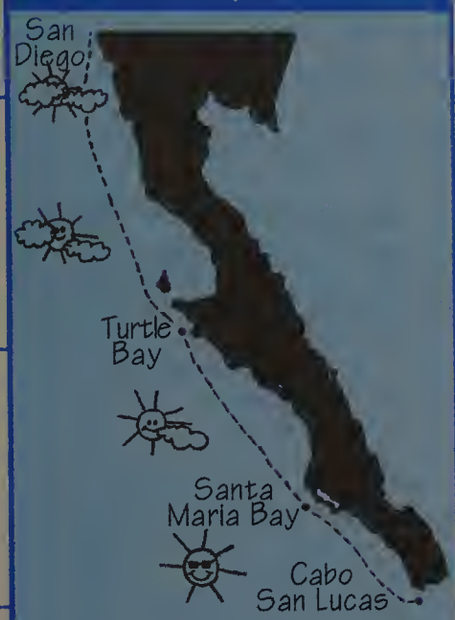
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There is no phone number. And please don't phone Latitude 38 with questions, as the Ha-Ha is a completely separate operation. The entry fee for the event will be **$165,** for which you get several T-shirts, a hat, a tote bag, a souvenir program, a free kick-off dinner and all kinds of other stuff.

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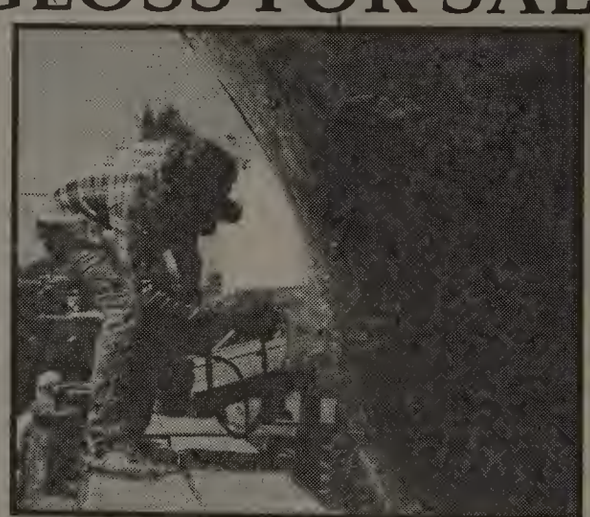
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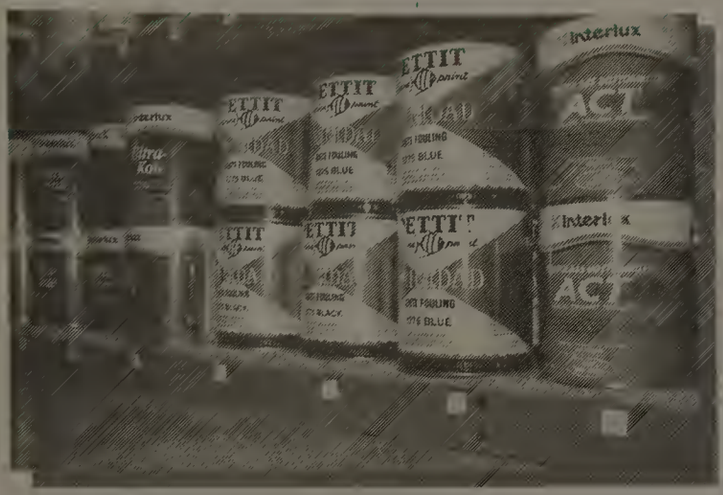
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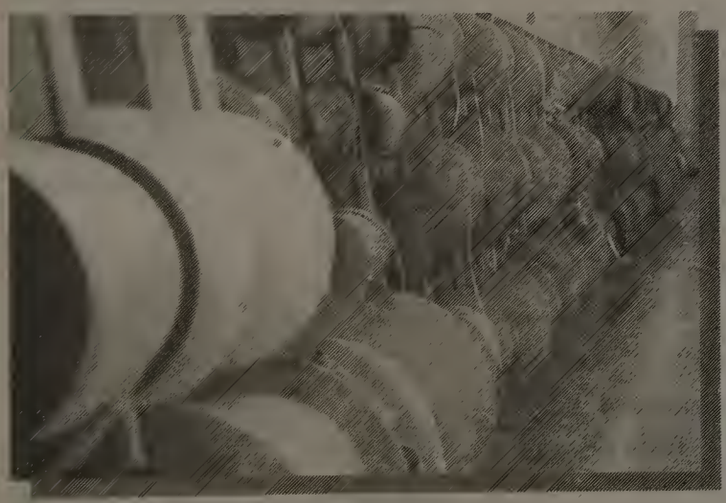
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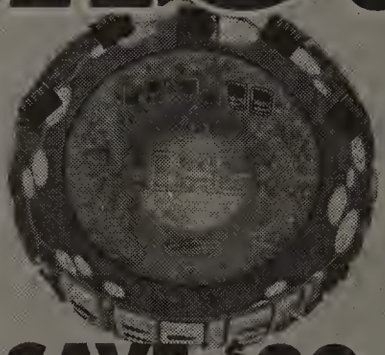
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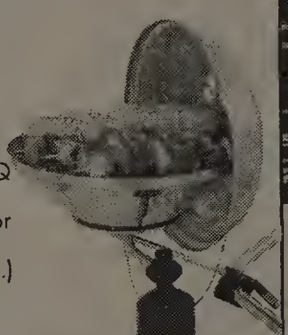
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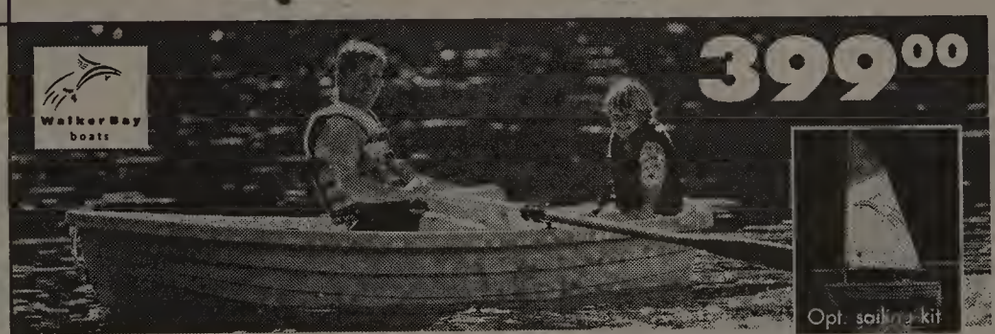
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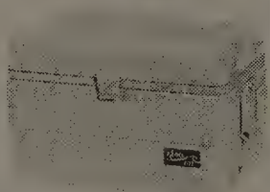
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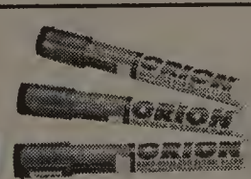
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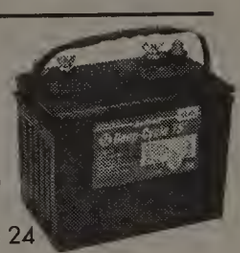
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12th Annual

Jazz Cup 2000

Saturday, September 2

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FREE RACE BURGEE
For all entries received before August 19, 2000

Plan to stay over in Benicia for more jazz on Sunday morning and Sunday afternoon.

Sponsored by South Beach Yacht Club and Benicia Yacht Club.

Entry forms available at both yacht clubs and the YRA office.

All entries must be received by August 30, 2000.

Entries postmarked before 8/19/00
$45 for US Sailing members
$50 for nonmembers.

Entries postmarked after 8/19/00
$55 for US Sailing members,
$60 for nonmembers.

Call the South Beach Yacht Club at (415) 495-2295 for information.

CALENDAR

Nonrace

July 1 — Master Mariners River Rat Cruise to the Delta and Driftwood YC, departing from Southampton Shoal at 10 a.m. Bob Griffiths, (925) 254-9467.

July 1-4 — Islander 36 cruise to Benicia. Rhonda and Tim Shea, (707) 265-8669.

July 8 — Pacific Cup Bon Voyage Party at the Radisson Hotel in the Berkeley Marina, beginning at 5:30 p.m. Chuck Cunningham, (831) 476-7498.

July 9 — Swap Meet, 8 a.m. to 2 p.m. at Sequoia YC (Redwood City). Free to everyone. Mike Harris, (650) 361-8538.

July 9 — Santa Maria Cup (women's match racing) on ESPN-2, 11:30 a.m.

July 15 — "Delta Cruising Update," a free presentation by Gale Stockdale and Bill Wells at Stockdale Marine Theatre (Sacramento), 10:15 a.m. Info, (916) 332-0775.

July 16 — Contemplate the full moon.

July 21-23 — Third Annual Lyle Hess Tribute Rendezvous at Marina Bay (Richmond). All owners or admirers of these designs are invited to attend. RSVP to Cliff Unruh, (559) 638-2222.

July 29 — Cal 20 fleet gathering, 11 a.m. to 9 p.m. Swap meet, Steve Seal seminar, on-the-water tuning and racing, potluck dinner. RSVP, (510) 530-4787.

Aug. 5-6 — California Cape Dory Owners Association 7th annual rendezvous at Encinal YC. Drive-ins welcome for the Saturday night dinner, reservations required. Walt Bilofsky, 435-4433.

Aug. 11-12 — Tahoe YC Foundation's 28th Annual Concours d'Elegance and Wooden Boat Week, held at Sierra Boat Company in Carnelian Bay. TYC, (530) 581-4700.

Aug. 12 — Ballena Bay YC/Ballena Isle Marina Boaters' Swap Meet, 8 a.m. to 2 p.m. Info, (510) 523-5528.

Aug. 12-13 — Catalina 42 Fleet 9 cruise to Coyote Point. Tim Koester, (510) 638-7638.

Racing

July 1 — 33rd Marina del Rey to San Diego Race, an overnight drifter co-hosted by the Windjammers and Southwestern YCs. Info, (310) 894-4208.

July 4 — Brothers & Sisters Regatta. Everyone is welcome! Tiburon YC; Harry Blake, 435-6285.

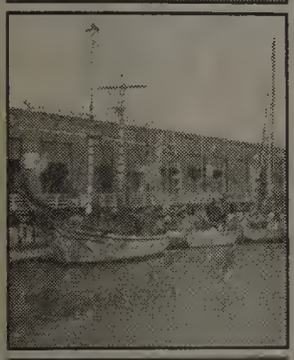
July 4, 1980 — It Was Twenty Years Ago Today, from our article called *MORA Long Distance Race*:

Hard driving has its rewards, and *Sorcerer's Apprentice* sailed to both first place and an all-time San Francisco to San Diego MORA Long Distance Race elapsed time record. Their time of 66 hours and 20 minutes (a 7.2-knot average) beat the old record of 69 hours, 54 minutes, set by Del Hutchinson's Moore 24 *Banana Republics* in the howler of 1978. Skipper Jay Schuman and his Santa Cruz 27 *Sorcerer's Apprentice* may well have finished in 59 hours had it not been for encountering the notorious evening calm off San Diego. Chris Corlett and his new Santana 23 daggerboarder *Sporting Green* also stagnated at the end, taking six hours to sail the last eight miles, leaving him a close second. Veteran MORA race Franz Klitza took third in *Bloody Mary*, another SC 27.

The irony of it all was that *Sorcerer's Apprentice* wasn't the leader for most of the race: that distinction went to *Passing Fancy*. This Olson 30 probably had a four-hour lead at San Nicholas Island when they lost their rig in a jibe. (The only other Olson 30, *Collage*, dropped out near Point Pinos for undisclosed reasons.) Schuman figures the bigger Olson is a little bit harder to steer, but "if they've got a hot stoking driver who can go all night, they'll just waterline you. If the Olson's got an average crew that can't drive full force through the night and might





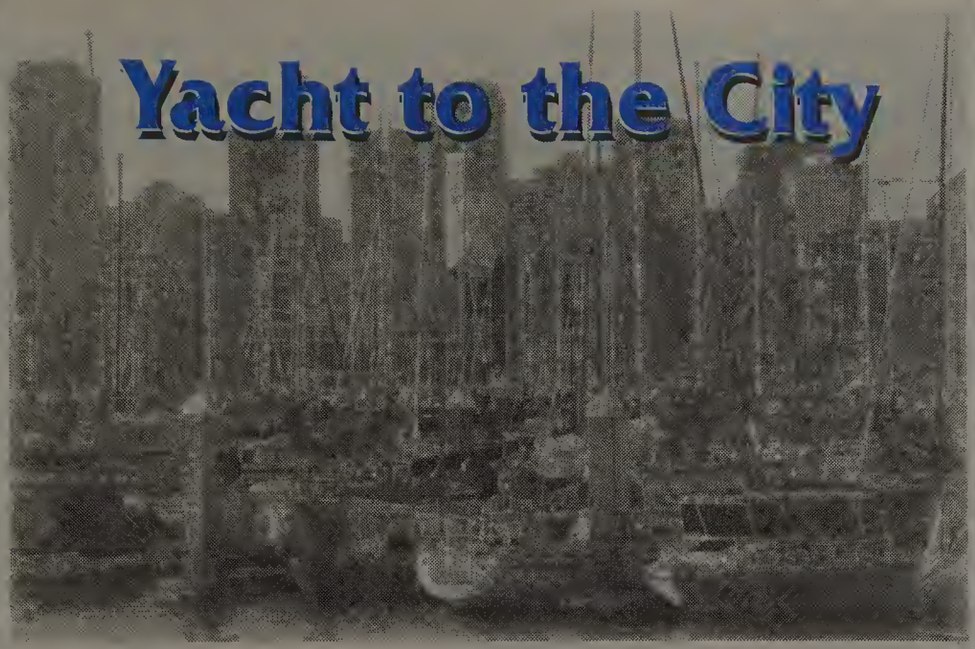






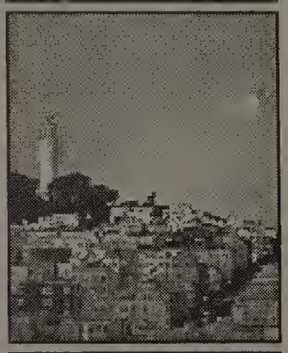


Yacht to the City

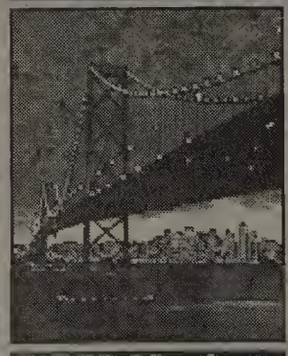














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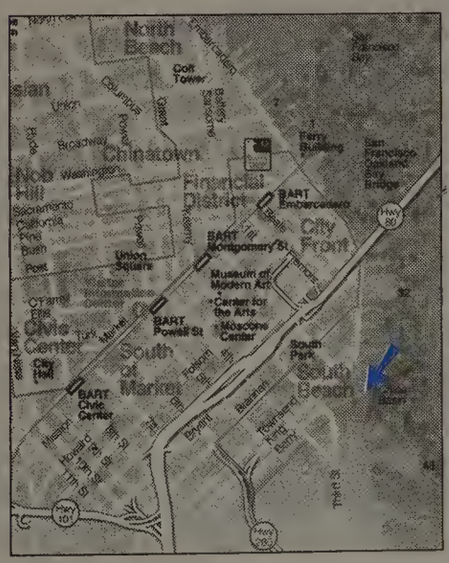
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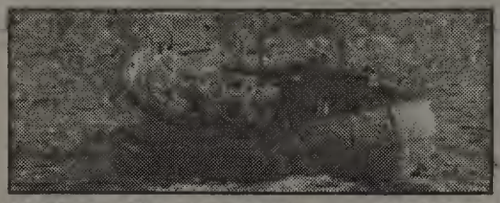
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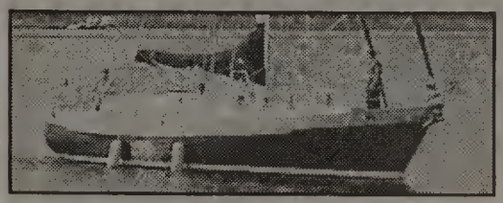
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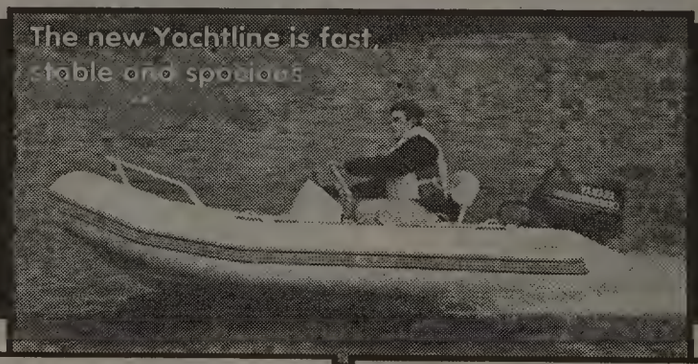
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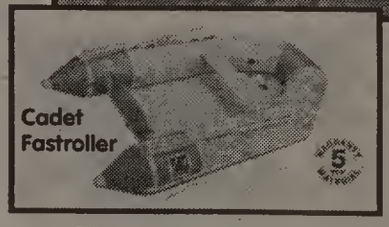
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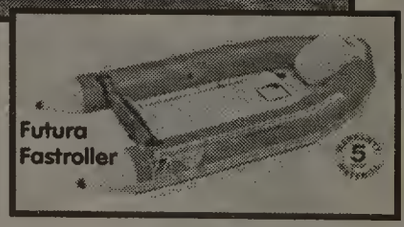
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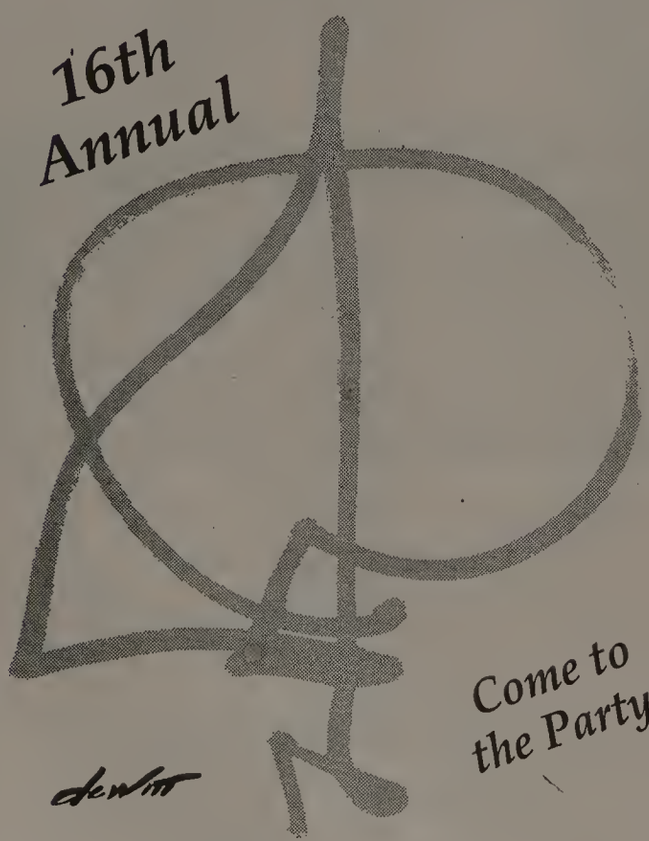
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CALENDAR

have to shorten sail, the easier-to-steer, more responsive SC 27 can win."

July 8 — Hart/Nunes Regatta for Mercuries. San Francisco YC, 789-5647.

July 8, 1990 — Ten Years After, from our article entitled *Catalina Race '90: Great Expectations*:

Masts and spinnaker poles snapped like twigs. Hardware ripped off decks. Sails were shredded. Blood was spilled; mangled crewmembers were airlifted off boats and rushed to hospitals. Speedos were pegged for hours as boats surfed madly down 15 foot ocean swells. Elapsed time records were smashed into oblivion. "It was terrifying," admitted one exhausted but happy crewmember.

But that was last year's Catalina Race, and for that matter the year before it, too. This year, unfortunately, the Big Guy Upstairs pulled the plug on the wind machine. "It was a real dud, the slowest one yet," said Jim Forrest, a crewmember on *Zeus*, who has done all but one of the 12 Metropolitan YC-sponsored races. In fact, the race was so slow that only 59 of the 113 starters finished before the mandatory cut-off time, which has got to be some kind of record for a West Coast distance race.

"Everyone was bummed out because the race wasn't what they figured on," claimed *Evolution*'s Tom Leweck. "The travel brochure billed it as an 'E Ticket' ride — a 395-mile drag race."

Indeed, expectations for MYCO's 12th annual downwind run to "The Isle of Romance" ran high: though slightly smaller than 1988's record-high armada of 127 boats, this was easily the highest octane fleet ever assembled for this coastal classic. There were fewer non-spinnaker boats (16) than usual, and — because this is a non-TransPac year — a plethora of glamorous boats and rockstars, all drooling over a shot at *Winterhawk*'s 1989 record of 35 hours, 11 minutes and 40 seconds.

On paper, the showdown looked great: the last three elapsed time record holders were entered (*Zeus*, *Blondie* and *Winterhawk*); a dozen ULDB 70s were treating the race as one of their five championship events; nine mini-sleds (the so-called "Fabulous Fifties") were entered; as were four Big Macs, eight Express 37s and assorted other hotrods. The Bay Area buzzed with activity as boats were readied; sailmakers and riggers worked overtime to outfit the fleet; and crewmembers began flying in from as far away as New Zealand (*Kotuku*) and the East Coast (*Chance*). Excitement mounted as the staggered start (July 7 for non-spinnaker boats, July 8 for everyone else) approached.

And then, *pfffff*t. Like a bull fight without bulls, the race turned out to be a lot of pomp and circumstance, but no action. "It never got off the launching pad," said *Chance*'s BMW Dave Culver. "It was an ugly deal right from the start."

July 8 — TransTahoe Regatta. Tahoe YC, (530) 581-4700.

July 8-9 — Knarr Match Racing Regatta. StFYC, 563-6363.

July 8-9 — High Sierra Regatta #1 on scenic Huntington Lake. Invited classes include Banshees, C-15s, Day Sailers, Fireballs, Force 5s, Lasers, Laser IIs, Lido 14s, multihulls and SJ 21s. Fresno YC; Marvin Crum, (559) 638-4021.

July 8-15 — Subaru Gorge Games at Hood River, Oregon. A week of 'extreme' sports, including 49er racing, boardsailing, and kiteboarding. Info, (203) 395-6325.

July 10-11 — US Sailing Junior Championship Area G Eliminations for the Sears (three-man J/24s)/Bemis (420)/Smythe (Laser) trophies. San Francisco YC, 789-5647.

July 10-14 — West Marine Pacific Cup, the 2,070-mile 'Fun Race to Hawaii'. See entry list and preview on pages 168-172. Mary Lovely, 441-4461.

July 15 — Second Annual West Marine Fun Regatta at Encinal YC. Four classes (Lasers, Laser IIs, El Toros and CFJs) of racing for juniors ages 8-18, followed by a barbecue. EYC Junior Sailing, (510) 769-0221.

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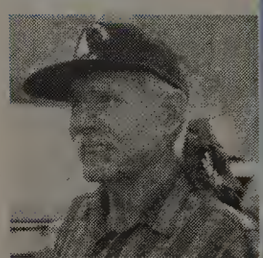
SPECIFICATIONS

LOA: 17'4" • LOD: 16'8" • LWL: 15'
Beam: 7'3" • Draft, board up: 14"
Draft, board down: 54"
Displ.: 1,500 lbs. • Sail Area: 150 sq. ft.

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One Picnic Cat is already sold but as of this writing we have available both a new and used Picnic Cat, a new SunCat, and a used ComPac 16. The owner of the used Picnic Cat now reports that he can rig the vessel for sailing in 4.5 minutes. If we don't have the boat you want in stock, come in and let us order one for you.

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25' MacGregor
25' Lancer (2)
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27' O'Day 272
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UPCOMING EVENTS

July 15:
Delta Cruising Update

August 12:
Navigating with Tide Tables and Current Charts

September 16:
My Experiences Aboard a Clipper Ship by Gale Stockdale

J/46 Owner Profile

OWNERS:
John and Betsy Scarborough



John and Betsy Scarborough aboard their new J/46 *Windwalker*.

The appeal to these sailors was 'simple, elegant, and a real thoroughbred'. When John and Betsy Scarborough looked ahead towards their future sailing dreams, it included John's past extensive experience racing, combined with their desire for offshore cruising safety and comfort.

John Scarborough started sailing as a kid and has been sailing and racing ever since. Competitively racing in the local Bear and Star fleets, he took home several season championship trophies, and went to two Star World Championships. Following that, a Cal 2-30 became the boat of choice for casual daysailing and some modest racing, while raising two children. After that, Lasers and Sunfish on a mountain lake provided the sailing fun, plus several invitations and two victories at the International Masters Regatta.

When bluewater sailing beckoned, John didn't want to leave that feel and performance of sailing behind. A solid, comfortable performance cruiser in the 45' range was what the Scarboroughs sought, and a tour of this past spring's Pacific Sail Expo led them to the J/46. They found it to be 'head and shoulders' above the others they saw on display. The J/46 was a 'pure' sailboat with a fantastic cruising interior and all the sailing performance they desired.

Having taken delivery of their cruising boat, the Scarboroughs are wasting no time getting on the water. The boat is being delivered to the Pacific Northwest for summer cruising before they sail it south again in the fall. The boat will then be used for local cruising and some racing with partners Rich and Mary Bost, before they finally take her over the horizon in a few years for more serious long distance cruising.

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CALENDAR

July 15 — San Leandro Perpetual Trophy Regatta for both racing and cruising divisions. Free hot dogs and chili at the awards ceremony! San Leandro YC; Craig Nagle, (510) 278-2936.

July 15 — 16th Annual Plastic Classic Regatta for '60s vintage fiberglass sailboats. Concours d'Elegance, too. Bay View BC; John Super, 243-0426.

July 15-16 — PICYA Championships: Big Lipton (48-99); Larry Knight (100-156); Little Lipton (157-206), and the Admirals Cup (207-264). PICYA, 823-6633.

July 15-16 — Second Annual Small Craft Advisors Mini-Cruiser Challenge Weekend on the Oakland Estuary, a weekend of racing and camaraderie for trailerable mini-cruisers. Co-sponsored by Potter Yachters and SCA; Judy, (925) 820-0800.

July 15-16 — High Sierra Regatta #2. Big boat racing on Huntington Lake for PHRF A and B, 505s, 470s, Thistles, Holder 20s, Tuna 20s, Victory 21s, Wylie Wabbits, and Moore 24s. Fresno YC; Marvin Crum, (559) 638-4021.

July 16-21 — Whidbey Island Race Week, the 18th Northwest Adult Summer Camp for Sailors. Check out *www.whidbey.net/raceweek/* for details, or call (206) 268-1004.

July 20-23 — Melges 24 NAs. San Francisco YC, 789-5647.

July 21-23 — Santana 22 Nationals at Richmond YC, (510) 237-2821.

July 22 — Silver Eagle Race. Island YC; Dan Laramie, (510) 583-9323.

July 22-23 — Ericson 27 Regional Regatta at Ballena Bay. Bill Lewis, (408) 736-5940.

July 22-23 — Centennial Cup, for yacht clubs over 100 years old. Encinal YC, (510) 522-3272.

July 29-20 — Second Half Opener, hosted by Encinal YC. One-time entries encouraged! YRA, 771-9500.

July 29-30 — Albert Simpson Sportboat Regatta for J/105s, 11:Metres, Etchells, Melges 24s and J/24s. StFYC, 563-6363.

July 31-Aug. 9 — Kenwood Cup: Eight buoy races off Honolulu, plus a 55-miler and the 148-mile Molokai Race. RHORC; Ken Morrison, (808) 946-9061.

Aug. 4-6 — 25th Annual Santa Cruz 27 Nationals, hosted by Santa Cruz YC. Eight races, busy social schedule, tons of prizes. Peter Dalton, (831) 464-2013.

Aug. 5 — SSS Half Moon Bay Race. Pat Broderick, (707) 528-2109.

Aug. 5 — OYRA/GGYC Lightship Race, a repeat of the popular season-opener. YRA, 771-9500.

Aug. 12 — PICYA Chispa/Youth Regatta at Richmond YC. Daphne Richardson-Owen, (916) 776-1836.

Aug. 12-13 — Summer Keelboat Regatta. Invited classes are the Farr 40s, Hobie 33s, Melgi, 11:Metres, Express 37s and 27s, Moore 24s, and J/24s. SFYC, 789-5647.

Aug. 13-18 — El Toro NAs in San Diego, hosted by Mission Bay YC. Georgia Manessis, (510) 245-TORO.

Aug. 21-20 — Etchells Worlds. San Diego YC; Jeff Johnson, (619) 758-6310.

Sept. 1 — Windjammers Race. YRA, 771-9500.

Sept. 21-24 — Big Boat Series. StFYC, 563-6363.

Summer Beer Can Races

BAY VIEW BOAT CLUB — Monday Night Madness, second half: 7/24, 8/7, 8/21, 9/4, 9/18. John Super, 243-0426.

BENICIA YC — Every Thursday night through 9/21; 9/28 Champion of Champions. Terry Merrill, (707) 557-7245.

BERKELEY YC — Friday Night Races. Every Friday night through 9/29. Paul Kamen, (510) 540-7968.

CORINTHIAN YC — Every Friday night through 9/8. CYC, 435-4771.

COYOTE POINT YC — Wednesday nights through 10/25. Mark Neumann, (650) 696-9616.

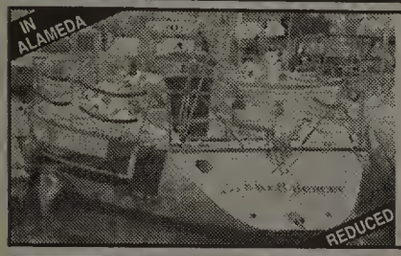
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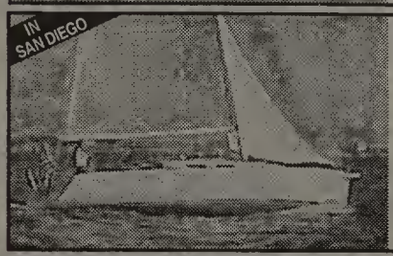
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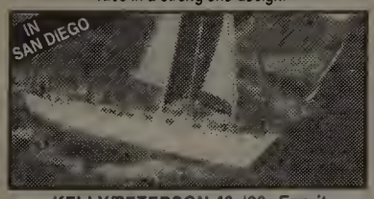
MELGES 24, *Yee Ha*
Join the one design fleet.
This Melges 24 is seriously for sale. Includes trailer.



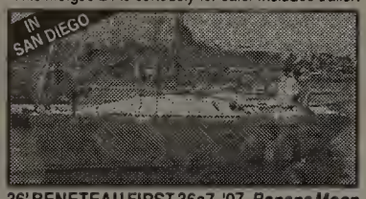
NELSON MAREK 30, '94, *Invincible*
Winner of '99 Cal Race Week, North Sails Race Week, The Volvo Inshore Championship. A serious race boat.



FRERS 41, '88, *Pageant*
This performance/cruising boat is very well maitained and sought after. Lots of electronics & sails, very clean.



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TransPac vet w/impressive equipment list. Exceptionally well maintained, ready for ocean racing or cruising.



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54' Schumacher, '96, *Swiftsure II*	495,000	35' J/35, '90, *Rag Tag**	74,500	29' J/29. '86, *Caper**	Pending 34,000
53' J/160, '97, *Bushwacker**	670,000	35' Schock, '86, *Reflex**	51,000	26' J/80, '93, *Jim**	28,000
46' Kelly/Peterson 46, '90, *Esprit**	Pending 230,000	35' Schock, *Rivalry**	35,000	26' J/80, '00, *Just Add Water*	44,500
41' J/125, '99, *Javelin*	290,000	35' Santana, '80, *Swell Dancer*	28,000	24' J/24, '85, *Decorum*, w/trailer	Pending 16,000
41' Frers, '88, *Pageant**	Pending 129,500	34' Omega, '82, *Knarr**	48,000	24' Melges, '94, *Yee Ha*, w/trailer	23,900
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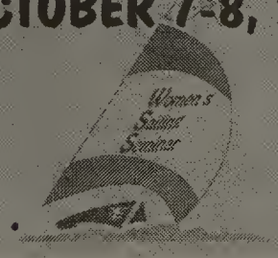
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CALENDAR

ENCINAL YC — Friday Night Twilight Series, second half: 7/21, 8/4, 8/18, 9/8, 9/22. Mike Rettie, (510) 522-1807.

GOLDEN GATE YC — Friday nights: 7/7, 7/28, 8/11, 8/25, 9/8, 9/22. Jeff Zarwell, (408) 252-7671.

GOLDEN GATE YC/FOLKBOATS: Wednesday Night Woodies: 5/3-8/30. Ed Welch, 851-3800.

ISLAND YC — Friday nights on the Estuary: 7/28, 8/11, 8/25, 9/15, 9/29. Janet Frankel, 362-9533.

MONTEREY PENINSULA YC — Sunset Series: Wednesday nights through 10/4. Race Chair, (831) 372-9686.

OAKLAND YC — Sweet 16 Series. Every Wednesday night: 7/26-9/13. Bob Donovan, (925) 934-7848.

RICHMOND YC — Wednesday Night Series: 7/5, 7/19, 8/9, 8/23, 9/6, 9/20. Eric Arens, (510) 841-6022.

SANTA CRUZ YC — Wednesday Night Races. Every Wednesday during daylight savings time. Larry Weaver, (831) 423-8111.

SAUSALITO YC — Tuesday Sunset Series, second half: 7/25, 8/8, 8/22, 9/5, 9/19. Andy Eggler, 332-1267.

SEQUOIA YC — Every Wednesday night: 5/3-8/30. Dan Lockwood, (650) 361-9472.

SHORELINE LASERS — Wednesday nights through September. Roger Herbst, (408) 249-5053.

SOUTH BEACH YC — Friday nights: 7/7, 7/21, 7/28, 8/11, 9/25, 9/15, 9/29. Don Hayes, 775-7059.

TAHOE YC — Wednesday Night Beer Cans: Spring Series, through 7/12. Gary Redelberger, (530) 583-9132.

TIBURON YC — Friday nights: Every other week through 9/8. Hans Bigall, (707) 586-1555.

VALLEJO YC — Every Wednesday night through 9/27. Bob and Val McGowan, (707) 643-1254.

Please send your calendar items ***by the 10th of the month*** *to* Latitude 38 *(Attn: Calendar), 15 Locust Avenue, Mill Valley, CA, 94941. Better yet, fax them to us at (415) 383-5816 or email them to us at* editorial@latitude38.com. *But please, no phone-ins! Calendar listings are for marine-related events that are either free or don't cost much to attend. The Calendar is not meant to support commercial enterprises. Unless otherwise noted, all phone numbers listed in the Calendar are in the 415 area code.*

July Weekend Currents

date/day	slack	max	slack	max
7/01 Sat	0050	0413/6.0E	0808	1113/4.7F
	1439	1652/2.8E	1956	2250/3.4F
7/02 Sun	0138	0502/6.2E	0857	1201/4.8F
	1528	1742/2.9E	2047	2340/3.4F
7/04 Tues		0032/3.3F	0320	0641/5.8E
	1034	1338/4.5F	1704	1922/2.9E
	2238			
7/08 Sat	0206	0445/2.2F	0736	1018/2.9E
	1406	1712/2.9F	2020	2313/3.1E
7/09 Sun	0316	0608/2.2F	0853	1124/2.3E
	1506	1812/2.7F	2110	
7/15 Sat	0050	0408/4.5E	0810	1119/3.6F
	1429	1644/2.0E	1957	2242/2.5F
7/16 Sun	0128	0443/4.7E	0846	1151/3.6F
	1506	1716/2.1E	2032	2317/2.5F
7/22 Sat	0000	0247/2.0F	0529	0846/3.4E
	1207	1521/2.9F	1841	2126/3.0E
7/23 Sun	0102	0344/1.9F	0634	0938/3.0E
	1251	1608/2.7F	1923	2218/3.2E
7/29 Sat		0306/5.5E	0706	1011/4.3F
	1332	1546/2.6E	1853	2147/3.3F
7/31 Sun	0037	0358/5.9E	0755	1059/4.6F
	1419	1637/2.9E	1945	2239/3.5F

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LETTERS

⇑⇓LOOKING FOR DAD

I don't know where to go to try to find information on my father, Donald Slifert. He left Mazatlan for the Marquesas on April 24 aboard his 32-foot Tahiti ketch *Valor.* He advised me that the trip should take him about four weeks. Well, it's been six weeks now and I'm getting very worried, as he's always been very good about checking in. Is there any shortwave group or something like that which I can contact to try to find him?

Hope Slifert
California

Readers — We'd directed Hope to YOTREPS at www.bit-wrangler.com, *a site that takes radio reports from boats all over the Eastern Pacific each day and publishes their positions. The next day Hope contacted us with some good news:*

"My father, thank God, checked in with one of my sisters this morning. I also understand that one of my many messages to various nets got through to him. But thank you."

Frankly, we didn't think there was anything to worry about in the first place, as a Tahiti ketch can take well over a month on a trip to the Marquesas, particularly in years when the trades are funky. In addition, there are lots of 'overdue dads' and 'overdue parents' out cruising. Please folks, stay in touch with your kids — even though they never did when they were in high school!

⇑⇓SURVIVOR? BALONEY!

My wife Cate and I are presently loving life, meandering our way across the South China Sea. We thought we'd share something with your readers that we found to be both amusing and annoying during a recent passage from Kota Kinabalu to Labuan, via Pulau Tiga.

Pulau Tiga is a small island six miles off the coast of Sabah, Malaysian Borneo. It's the site on which the CBS network recently filmed *Survivor*, the Robinson Crusoe-type challenge where they maroon a group of contestants with little more than a Swiss Army knife. The person who lasts the longest wins a million bucks. Sound difficult?

I've just read about the series in the *Washington Post*, which described Pulau Tiga as a "remote island near Borneo which has been virtually untouched by civilization for centuries." Well, word must have gotten out quickly, because when we arrived we found ourselves surrounded by noisy jet-skis racing from the two beach resorts! "Remote?" "Untouched by civilization for centuries?" Bilge!

Tiga is actually a beautiful tropical island that features giant trees, nature walks, a bubbling mud volcano, colorful birds, great diving and so forth. But the newest tourist attraction is the "primitive temple ruins" built from styrofoam and plastic by the television crews, I suppose, to add to the savage mystery of the set that CBS is trying to pass off as an "uncharted remote island." It's closer to Gilligan's Island, if you ask us.

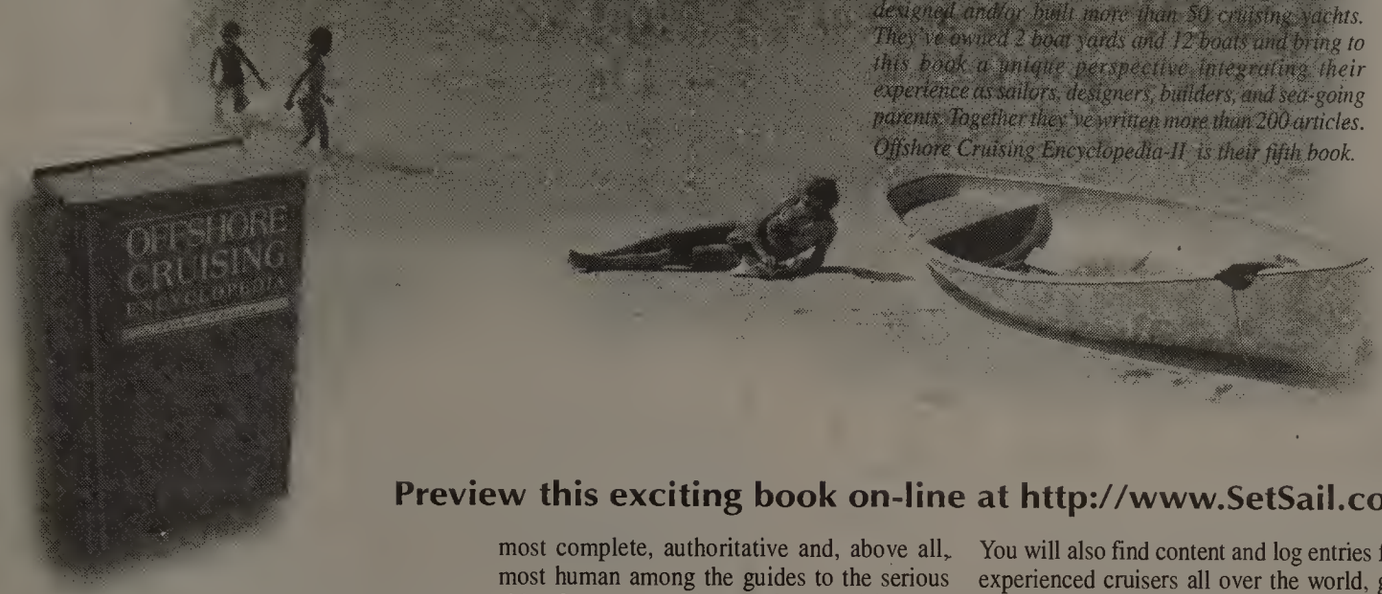
By the way, I purchased our boat from Carol 'Hawaiian Eye' Post in Honolulu, although I was forced to change the name as I couldn't live with a boat named after a sea slug!

Kirk McGeorge
Polly Brooks, Worldcruiser Pilothouse 37
Labaun, off the Coast of Borneo, South China Sea

⇑⇓WHINE DE LA PAZ

While visiting fellow cruisers in the States, I was privileged to find a copy of May's *Latitude* — and thoroughly agree with your assessment of the whiners, snivelers and complainers in La Paz. As a cruiser, Class of Baja Ha-Ha '97, who likes to come back to La Paz — and specifically Marina de La Paz — I was amazed and embarrassed at all the hullabaloo regarding safety inspections. It is still their country, and they can do anything

It's a Matter of priorities...



About the Authors:

Linda and Steve Dashew have sailed 200,000 miles, circumnavigated with their two small daughters, and designed and/or built more than 50 cruising yachts. They've owned 2 boat yards and 12 boats and bring to this book a unique perspective, integrating their experience as sailors, designers, builders, and sea-going parents. Together they've written more than 200 articles. Offshore Cruising Encyclopedia-II is their fifth book.

Preview this exciting book on-line at http://www.SetSail.com

The decision to go cruising is easy. The hard part is figuring out the kind of boat and gear you'll need, not to mention picking up a bit of sea-going experience. If you understand the priorities from the beginning, the entire process will be much, much easier.

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LETTERS

they damn well please. We Americans are only visitors — FM3 certificates notwithstanding.

As for Mary Shroyer at Marina de La Paz and Hamish at Lopez Marine, cruisers couldn't ask for better friends! We love Mexico — all of it — and hope to continue cruising there for many years to come. La Paz is a wonderful stop on the circuit — despite the whiners, snivelers and the horrendously rude 'radio police'.

Patricia Moni
Flying Cloud
Reno, NV

Patricia — As reported in the last issue, the safety inspections have apparently faded away on their own — as had been suggested by Mary Shroyer and others familiar with the way things work in Mexico.

⇑⇓HEADING TO THE CARIBBEAN

My wife and I are considering crewing on a sailboat headed to the Caribbean during the fall of 2000, and wondered if a publication like *Latitude 38* exists for the East Coast and possibly Florida sailors. Any other advice on securing a crew position destined for the Caribbean would be much appreciated.

Richard Schuppek
rschuppek@kpmg.com

Richard — There are two East Coast magazines modeled after Latitude *that come to mind:* Spin Sheet *out of Annapolis (*www.spinsheet.com*) and* Southwinds *down in St. Pete (*www.southwinds.com*).*

Keeping in mind, however, that there are more options in getting from the East Coast to the Caribbean than there are from the West Coast to Mexico. Sailors in the Northeast, for example, usually will sail direct or via Bermuda to the Caribbean, while Florida sailors — particularly those with smaller boats — tend to opt for the harbor-hopping 'Thorny Path'. (See this month's Changes *for a report.) Offshore from the Northeast is the quickest but potentially more difficult route. We'd hesitate to recommend it to middle-age folks who haven't done much ocean sailing. The 'Thorny Path' — which involves lots of stops to wait out weather — generally offers more benign conditions, but its extended nature might ultimately lead to strained relations on a smaller boat.*

Assuming that you're enthusiastic sailors in good health with some offshore experience, we'd suggest you go for the offshore route — perhaps as part of the West Marine 1500 that starts on November 5. Contact them at www.carib1500.com.

⇑⇓ANOTHER AFRICAN-AMERICAN CIRCUMNAVIGATOR

When we traveled south through the Caribbean in the spring of 1998, circumstances resulted in our meeting Alfred Irving, an African-American who was close to completing a singlehanded circumnavigation. While Irving was entering the anchorage in St. George's Lagoon, Grenada, he seemed to be having transmission problems, so we went over to help. As it turned out, he was able to anchor on his own, but the incident provided us with an introduction. We had dinner together later, during which time Irving entertained us with tales of his trip.

As we recollect, Irving was sailing *Bojangles*, an aft-cockpit boat in the 35 to 38-foot range. He believed that when he finished his trip, he'd have become only the third African-American to sail around the world singlehanded. Since he was doing it by way of the Suez and Panama Canals, as opposed to the five southern capes, he figured his might also be the longest of the three African-American circumnavigations. In order to complete his trip around the world, he just had to sail back to the

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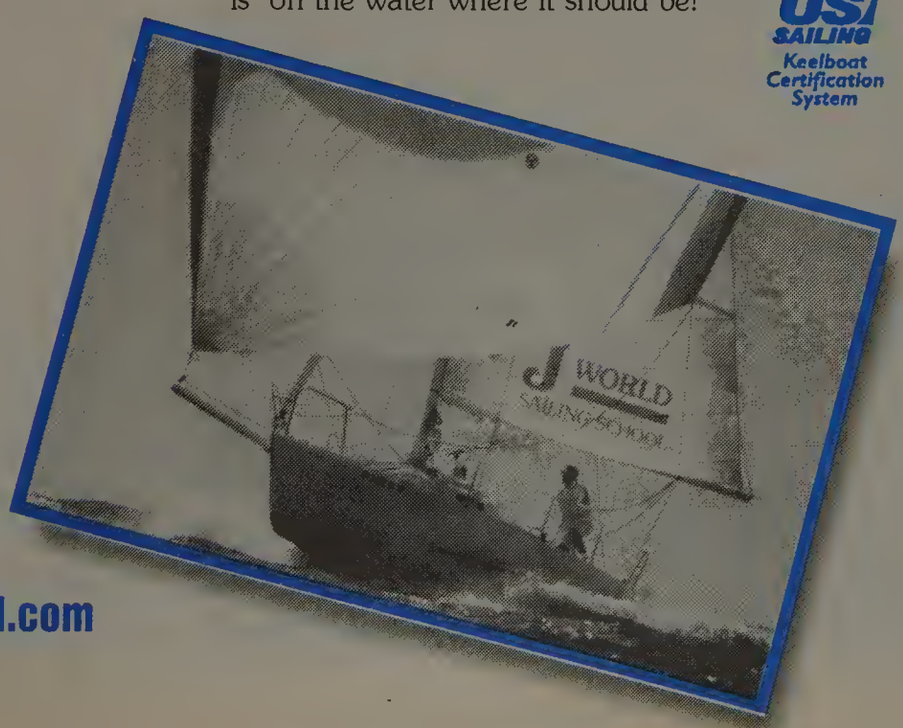
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LETTERS

East Coast.

If Carl Martin or Mike Belt — who were interested in information about African-American sailors — will contact me at *pete4jenniev @ hotmail.com*, I will be glad to share the forwarding address Irving gave me at the time.

By the way, my husband just obtained his General Class Ham license under the new and easier rules. As such, this letter was sent to you via ham email from our boat at anchor in the Virgin Islands. We're using our SGC 2000 radio and a Pactor IIe modem. We were able to install everything ourselves, and the system is relatively easy to use.

Pete and Jennie Vanden Brulle
Jennie V, Pearson 424
Virgin Islands

Pete and Jennie — Great information, thanks for sharing it.

The Virgins, eh? It's been several years since the Wanderer has been down there, but there are two things he still misses. The first is the near idyllic sailing conditions in the relatively smooth waters of the Sir Francis Drake Channel. No wonder it's the charter capital of the universe. The second is the warm, blue water. Every morning the Wanderer used to wake up on Big O, drag himself half asleep on deck, and throw his body over the side and into the water. No matter how many Pusser's Painkillers he'd enjoyed the night before, it was a salubrious way to greet the new day.

⇑⇓RETARD THE TIMING FOR SMOOTHER RUNNING

I'm a little reluctant to write about something as dull as diesel motors when everyone else is writing about bare-breasted young women, but I think it's best when we write about what we're most familiar with. A few years ago I wrote a rather detailed letter about how to develop a comfortable relationship with one's diesel engine. Since that time I have learned something else of considerable importance that I'd like to share with others.

During the repowering of some small construction equipment, we purchased some brand new, Navy surplus Perkins 4-236 diesel engines. Don't ask me why the Navy bought a lot of them and then immediately declared them surplus. When I noticed that the motors were identical to the one in my boat, I had one installed. When we fired it up, we were surprised at how smooth it ran, as it seemed to run more like a sewing machine than a typical diesel. We also found that it would not achieve its rated rpms.

After rechecking the throttle linkage and tachometer, I called the factory and talked to a very helpful and knowledgeable representative. He kindly traced the serial number back to the factory, and informed me that my engine had been set up to pump deicing fluid on a large airplane! That meant that the injector pump timing had been retarded so the motor could run on jet fuel rather than diesel. I had the option of either leaving it slow and smooth, or retiming it to make it run faster and rougher. The timing controls the moment the explosion or combustion takes place in relation to the position of the piston during its stroke. The higher up the piston, the smaller the combustion chamber and therefore the more violent the explosion. And vice versa.

The main reason diesel engines run louder and rougher than gasoline engines is because of the difference in the intensity of the explosion. I've owned my Cheoy Lee 50 *Orient Star* for 28 years, and during that time have increased the size and pitch of the propeller and accumulated a lot of data on fuel consumption and efficiency. After using trial and error to find the proper propeller, I now know that a 70 hp engine is much too large for my 50-footer. So I only run it at 1,200 rpms to get six knots at

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a fuel consumption of .65 gallons per hour, and at 1,500 rpms for seven knots at one gallon per hour. Above that, fuel consumption increases more dramatically than does the speed.

In my particular case, I decided to leave the motor timing retarded until I accumulate some fuel consumption data. But I expect it to be even better, since I know that it requires energy — in the form of diesel fuel — to move a boat up and down and sideways as well as forward.

It's a fact that boats are available in thousands of different shapes, sizes and weights, while there are only a few different sizes of diesel engines. As a result, probably 90% of all boats are either overpowered or underpowered. In the early days, most boats were underpowered, but now I believe the vast majority are overpowered. If I had known that trading some of those unneeded rpms would result in such a decrease in noise and vibration, I would have detuned the original motor many years ago.

If others would also like to benefit from this knowledge, these are the steps to follow:

1) Ascertain just how much too large your motor is for your boat. The way to do that is to increase the size of your prop, if possible, then the pitch, until you can just barely reach the rated rpms while turning the propeller. A diesel motor is not overloaded as long as you can increase the rpms under load. If you cannot increase the rpms under load, you are lugging or overloading. De-tuning will decrease the higher rated rpms, but it does not mean the engine is lugging.

2) Once you have the size propeller that will put the proper load on the motor, you will see that your boat will reach your desired speed at lower rpms. Any increase beyond that will just result in water being pushed backwards.

3) If your motor will give you all the performance you want at less than top rpms, you can safely use some of that capacity to reduce the roughness and vibration.

4) Most engines will have two timing adjustments. One will be for very small adjustments, and will either be in the pump itself or, in the case of Perkins, you have to loosen the pump mounting bolts and twist the pump. Consult your manual.

5) If this does not retard the motor enough, you should hire a professional to make a larger adjustment by retiming the gear train.

I hope your results are as good as mine, because it is really nice to realize you have started the motor without putting away your wife's precious vase — and the vase is still sitting on the shelf as safe as can be.

Ernie Copp
Orient Star, Cheoy Lee 50
Long Beach

⇑⇓A MORE ACCURATE PERCEPTION

For a long time I've heard and read many objections to people living aboard their boats. In light of recent events at both Docktown and Peninsula Marinas in Redwood City, along with the eviction of liveaboards in other Bay Area marinas, I feel compelled to create a more accurate view of living aboard for those who haven't been fortunate enough to ever try it.

I've lived aboard in Redwood City for 13 years and have kept pretty quiet about it until now — because if others knew how great it was, the marinas would be overflowing with people. Here's just one reason: On any hot summer afternoon or evening — while urbanites are struggling on the freeways to get to the beach or their sweltering backyards, we can be found on the decks of our boats or out on the docks visiting with our neighbors. Or we might be in our dinghies, putting around in the local creeks and sloughs, enjoying the breeze, nature, and waving to other mariners as they pass by.

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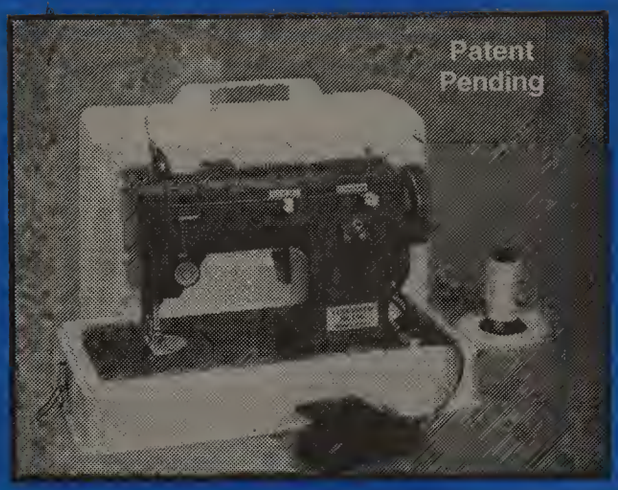
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According to my unofficial survey, the vast majority of liveaboards are decent, hard-working, tax-paying voters. They are engineers, computer programmers, mechanics, accountants, bookkeepers, truck drivers, and just about anything else you can think of. The largest majority are men and women in search of affordable housing — which is undeniably at a premium in the Bay Area. The second group — of which my husband, my son, and I are members — are simply in search of an alternative lifestyle. We don't want to live in the suburbs with a six-foot fence between us and neighbors we'll never really get to know. The rest of the liveaboards do it for a variety of reasons.

The one thing we seem to have in common is an independent nature. Other than relying on our neighbors for advice and help when things break, we're pretty much on our own.

The diversity is nice, too, for where else in the Bay Area would you find a $500,000 house next to a $10,000 cabin — and the occupants live in relative harmony? If there was a $10,000 residence on land among half-million dollar houses, people would say, "There goes the neighborhood." But in a marina it's this kind of diversity that makes living aboard so overwhelmingly appealing — with a yacht next to a sailboat, next to a cabin cruiser, next to a houseboat, and so forth.

In nearly every community, you'll find neighbors who don't mow their lawn, leave their trash cans out, park broken down cars in their yards, and generally don't respect their property. Land-based homeowners and their associations can rely on laws, public safety officers, and code enforcement to help solve these problems. Apparently this isn't the case in marinas. The tenants in our marina, for example, formed a boatowner's association to address these kinds of issues, but so far we have met with a brick wall in discussions with the owners and their management. When our complaints about health and safety violations have been forwarded to public officials, we've hit a brick wall because nobody can decide who is responsible to enforce them.

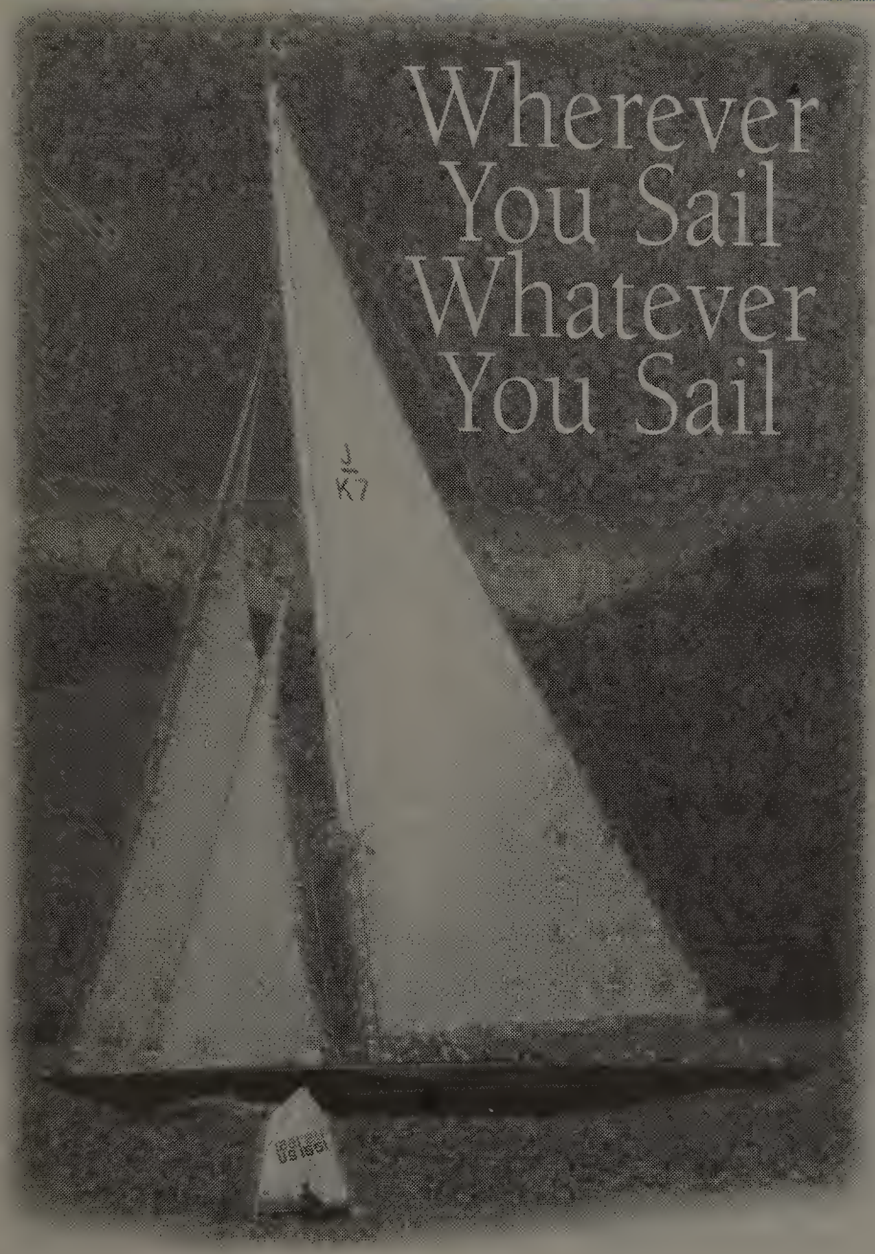
Living aboard a boat doesn't make anyone 'boat trash'. On the contrary, living aboard teaches people firsthand the value of taking care of the environment and our waterways. We can't just flush the gook down the drain and forget about it because we are at the end of that drain.

My point is this: responsible marinas need responsible liveaboards — to monitor and apprise management of what's happening, to protect the marina's assets, to watch out for boats that might be damaged during storms, and so forth. Communities need liveaboards, too — to provide affordable housing and to monitor and report on the activities on their waterways. We can't let this lifestyle die out due to prejudices, lack of knowledge, misinformation and/or other political agendas. We invite others to come and gain firsthand knowledge of what responsible liveaboards are about.

Deby Bush
Peninsula Marina

Deby — In our view there are only three groups who object to liveaboards. 1) Well-meaning but ignorant 'environmentalists' who don't really understand the concept of living small. 2) Bureaucrats such as in the Bay Conservation and Development Commission, who are more interested in telling people how to live than they are in preserving the environment. And, 3) Boat owners who can't find a berth because the marinas are filling up with folks using anything that floats as low-cost housing.

As time goes on and both the berthing and housing shortages become even more critical, we think people who only use their boats as homes — and we're not sure if you fall into this category — are going to come under increasing pressure from both traditional enemies such as the Bay Conservation and Develop-



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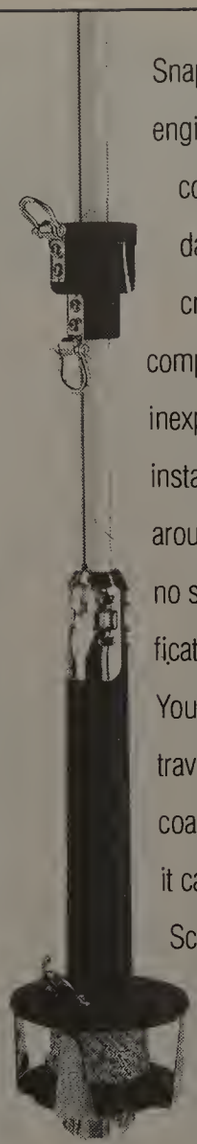
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LETTERS

ment Commission, other government know-it-alls, and 'environmental activists', as well as the boating industry and people frustrated with trying to find a place to put their boats. After all, it's already on the books that using public waters for housing is not an approved use — and getting the general public to do a 180 on that issue is as likely as being able to enjoy a Slurpee in hell. On the other hand, 'incidental' living aboard — meaning living aboard a boat that is frequently used for recreational purposes — is much easier to justify. Even the BCDC allows a certain amount of it — if they get their cut and the marina will dance to their jig.

Northern California in 2000 is not a good place or time for those who use their boats merely for living aboard — and it's not going to get better any time soon.

⇑⇓LOW RENT ATTITUDES

We now live on the East Coast but have a comment on the liveaboard situation.

We lived aboard our Vancouver 27 in Hawaii for three years, and ironically were finally chased off the boat when the marina made living aboard legal! Yes, after three years of serenity and simplicity — including the twice weekly ice haul and drifting around in our dink — we were surrounded by clamors for 50-amp shorepower, cable television service, and phones on the docks. All the great reasons we had for living aboard went away with the arrival of the 50-foot 'condo commandos' and their families who never went sailing.

Given the expensive real estate and high rents, living aboard on Oahu was very desirable. Despite some of your reader's assertions, a lot of people lived aboard their boats simply because it was cheaper. This was borne out by the poor condition of their boats and their low-rent attitudes.

If we had to do it again, we'd live aboard — but low-key, the way it was done our first three years. Keeping the boat sailing every weekend and not making a big issue regarding amenities was the sure way to keep the non-sailors out — and the legality issue moot.

Dave Davis
East Coast

Dave — You're preaching to the choir. For the true sailor-liveaboard, the best situation is to be an inconspicuous sneakaboard in a marina where living aboard is prohibited. This involves using one's boat on a regular basis and not lining the docks with plants and pets. There's nothing wrong with the latter in marinas where liveaboards are legal — assuming that you can find one and are willing to pay what almost certainly will be an additional fee.

⇑⇓BOB'S DELTA RECOMMENDATION

As *Latitude* no doubt begins to prepare a yearly article on cruising up the Delta, I would like to put in a plug for Old Town Sacramento as a stopover. The public dock has water, electrical hook-ups, security, and provisions can be found nearby. As a destination, I can't think of a more entertaining and educational stop for a cruising family with children. There's a train museum, great restaurants, and Old Town itself. The Capitol Mall is two blocks away, with many great shops, movies and watering holes — and the Capitol building and the Ford Museum. It's also possible to expand the range of a family's visit by taking city ground transportation or by the River Otter water taxi.

We had a great visit when we stayed at the dock last summer, but have a few words of caution. First, plan to pump your holding tank at a pump-out station prior to your arrival, and use the public restrooms as much as possible. In addition, radio the Tower Bridge and wait for an opening prior to leaving

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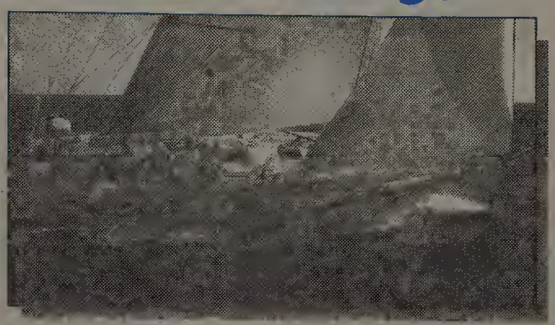
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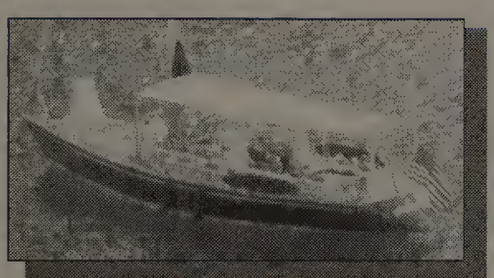


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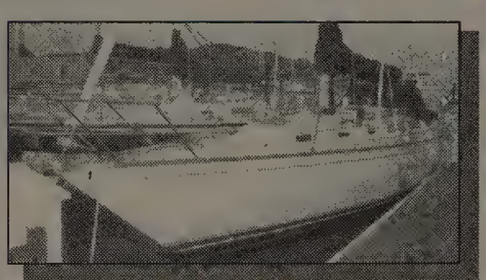
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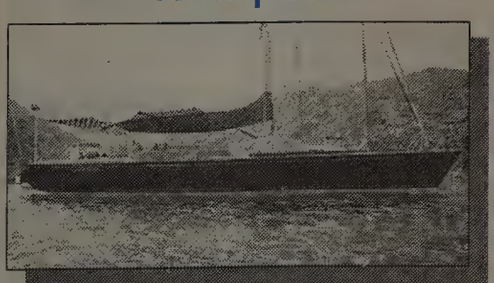
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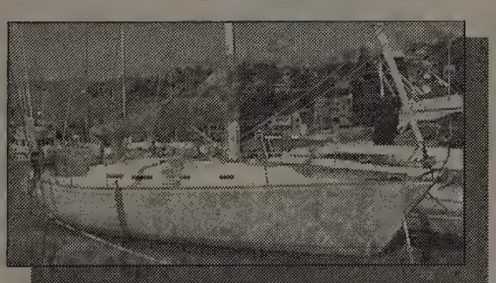
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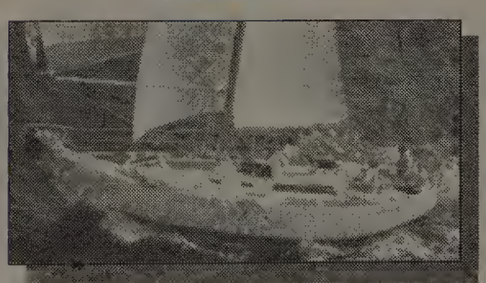
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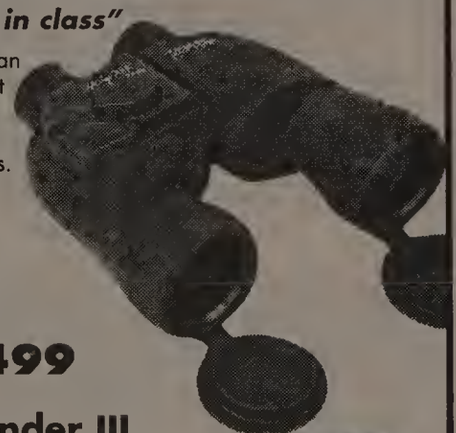
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the dock. Because of the current and dock's proximity to the bridge, there's not much time to make adjustments once you've cast off.

Bob Bening
Grand Marina, Alameda

Bob — Thanks for your recommendation. Any other nominations?

⇑⇓PLOP PLOP, FIZZ FIZZ

To the woman who was looking for the little enclosed plastic tub that you rotate with a handle to wash clothes: I have one. It really works well, too. But when I use cold water, I put an Alka-Seltzer table in each load to create the pressure needed to work out dirt that would normally come from hot water. It really seems to do the trick.

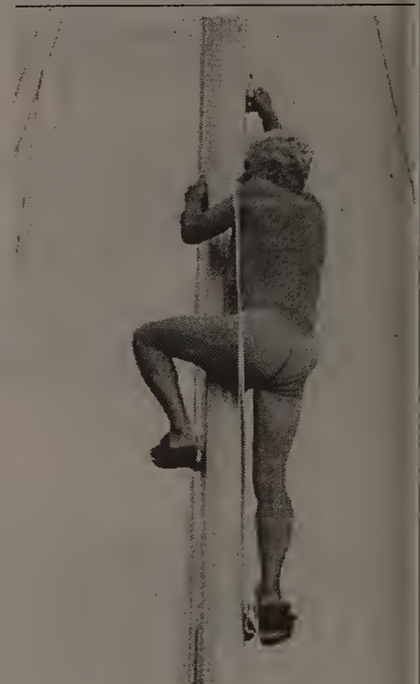
Susan
Menage-A-Trois
San Francisco Bay

⇑⇓SAILING NAKED

The June *Latitude* contained an inquiry regarding the Wash Wizz. We bought one for our Tayana 37 *Piece 0' Cake* a few weeks ago from one of the mail order catalogs. Although ours is called the Super Wash, it's obviously the same gadget. We paid about $30 for it. It's simple and well-made, but we haven't used it so we don't know how well it works yet.

When my wife and I cruised *Piece 0' Cake* in the South Pacific a few years ago, I found that sailing naked kept the washing problem to within reasonable limits. It was fun, too — in an exhibitionistic kind of way.

I must also comment on the recent comments of others on Patrick O'Brian's Aubrey-Maturin series. I've enjoyed his books very much. I love the solid sense of scholarship regarding the era's boats and their lore, and O'Brian's language skills perfectly evoke the period. I'm left rather awed that O'Brian was able to live much of his life over 100 years before he was born — and through his novels transport me back in time also.



Derek Warton
Piece O'Cake
Oyster Point

Derek — In an upcoming issue we'll have a true story in which a Latitude reader teaches O'Brian to sail. No, we're not kidding.

As for the Wash Wizz or whatever anybody wants to call it, we got a million responses, as we're apparently the only ones who don't own one. But you were the only respondent to include a photo of yourself buck naked up the mast. Naked feels great on the ocean, doesn't it?

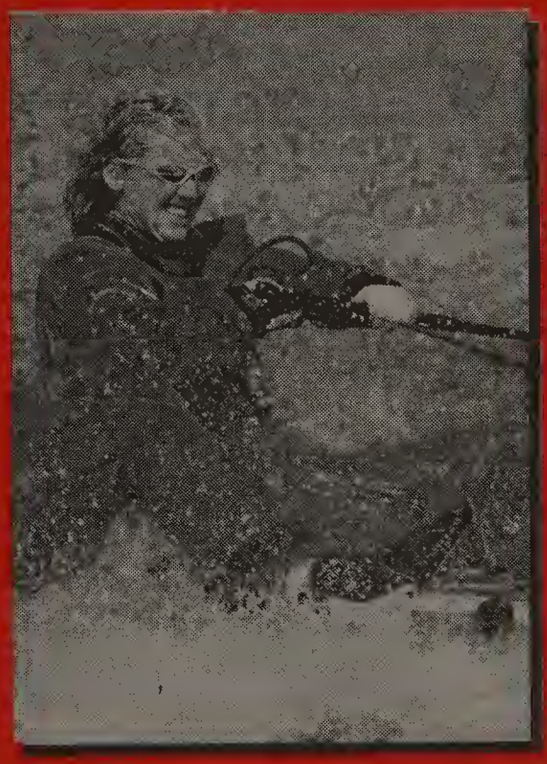
Reader Henry Agard of Sunnyvale was even nice enough to send Doña de Mallorca, head of laundry aboard Profligate, a brand new Wash Wizz as a present. When we saw de Mallorca a few hours later, she and some others on the dock were in high spirits. "We'd rather party than do laundry," she explained. "If

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LETTERS

you fill the Wash Wizz with one big bag of ice, two bottles of Pusser's Rum, and a bunch of tonic, all your laundry problems will be forgotten."

⇑⇓AUBREY AGAINST HORNBLOWER?

Many thanks for your comments about not being enamored with Patrick O'Brian's Aubrey-Maturin historical novels. After hearing nothing but positive comments about the series, I finally read one book a few years ago and found it to be marginally entertaining at best. I couldn't bring myself to read another in the series. Until seeing your comments, I thought I was the only one who was not ready to canonize Patrick O'Brian.

While in high school too many years ago, I read a number of the Horatio Hornblower novels by C.S. Forrester — and thoroughly enjoyed them. I don't think Jack Aubrey would stand a chance against Hornblower, who in my memory was the coolest officer in the Royal Navy.

John Foy
Catalina 38, *Chanteuse*
Alameda

⇑⇓WOMEN ON THE HA-HA

You asked for feedback on the Ha-Ha from women who signed on as crew. As a result, I'm writing you a letter that I should have written five years ago. I did the '95-'96 rally with Jim Meeker and his all-women crew aboard the Cal 34 *Tafia*. I had the time of my life!

I'd met Jim through a crew ad in *Latitude* just before he left Redwood City for San Diego. I joined the boat in Los Angeles and stayed on until Puerto Vallarta. I know this sounds corny, but it changed my life, and I returned home with the goals of working on my sailing skills and building up a cruising kitty.

I left the Bay Area in November of '99 on what I hope will be a four-year circumnavigation. Things didn't work out on the first boat I crewed on, but while in Banderas Bay I met Jay Malkin, and am now crewing for him aboard his C&C 40 *Asta Erin*. We're now anchored out in the flats off Colon, Panama. In a few days we'll be leaving for the San Blas Islands and Cartagena, Colombia.

By the way, I bumped into my old skipper, Jim Meeker, while in Nuevo Vallarta, Mexico.

Jan Currey
Bethel Island

Jan — We're glad that the Ha-Ha worked out well for you. We also admire your perseverance. Just because the first ride on your circumnavigation didn't work out, you didn't give up.

⇑⇓BUT THE HA-HA HASN'T WORKED FOR ALL WOMEN

I haven't had a chance to participate in the Ha-Ha — but I've certainly tried. The first time was about four years ago. I didn't receive many responses to my ad — perhaps because I live in Washington. But some of those who did respond seemed to be quite interested in things besides my ability to stand watches, navigate, do sail changes, or even make coffee. In fact, one man point blank asked if I "enjoyed sex".

I tried to crew again in '98. This time, in addition to putting my name on the crew list, I flew to San Francisco for the Ha-Ha Crew Party. I figured that if I met the skippers face to face, I'd have a better chance of getting on a boat. I did meet lots of skippers, most of whom already had their crew. The others seemed pretty overwhelmed by the number of people looking for berths. Once again, I met several men who were clearly interested in crew "for other duties, as needed."

Later, I received some calls from skippers looking for crew for trips besides the Ha-Ha. One man and I stayed in touch via

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LETTERS

email and the phone, and I ended up flying to Costa Rica with the intention of sailing with him for three weeks as he moved his boat south. As it turned out, the boat never left the anchorage while I was aboard, and one week after I arrived I was dumped on the beach with my luggage because, "This isn't working out." Fortunately, Susan, the other woman aboard, wasn't comfortable staying on the boat alone, so she came along with me — and we ended up having a great time backpacking! It turned out to be a great vacation — but it might have been different if Susan hadn't been there, too.

That's been my experience. I'll probably try again to get on a boat heading for the sunshine and palm trees, but not this year. This year I'm buying my own darn boat so I don't have to go begging for rides.

Sandy Smith
Vancouver, BC

Sandy — Thanks for sharing your unsatisfactory experiences, as they illustrate the hazards that are certainly involved when women look for berths on boats. It would seem there are two advantages in getting a berth on the Ha-Ha as opposed to, for example, meeting a boat in Costa Rica. The first is that if it doesn't work out, it hasn't cost you that much to get there. Secondly, if the arrangement falls apart, you'll have hundreds of other sailors — many of them woman — to offer support.

⇑⇓HEALTH INSURANCE WHILE CRUISING

In the April issue, the Lindsays on *Tini Apa* asked about health insurance. We're a couple in our late 50s who have been cruising Mexico and points east since late '98, and we're also concerned about health insurance. Our experiences with a major medical event early in our voyage may give the Lindsays some insight into the maze of medical insurance choices.

We were covered by Blue Cross of North Carolina in a private policy when Peter suffered a badly fractured elbow. As a result, he incurred about $8,000 in medical expenses at Sharp Hospital in Mazatlan. A year later — after paying the entire bill ourselves — we're still trying to collect the rest of what is owed us. In order to process the claim, we were required to translate all medical information and bills into English; submit all Mexican invoices on U.S. claim forms; and obtain physician/hospital signatures on those forms. Then we had to deal with whether California Blue Cross or North Carolina Blue Cross would be the ones to pay the bills.

The bottom line was that our insurance carrier was very inexperienced with foreign health delivery and claims, and only seemed capable of handling domestic ones. For example, Mexican surgeons normally supply and bill for a private surgical nurse and assistant surgeon, while in the United States it's customary for the hospital to absorb these costs. As a result, a U.S. carrier will deny the expenses of the surgical nurse and assistant surgeon. We could go on with other examples.

Caution: Any problem is a *major* problem when you have to communicate between a medical facility in a foreign country and a company back in the United States.

The main point of our letter is to share some options with *Latitude* readers. For those staying in Mexico for more than a year, we found a PPO/HMO type of product from Seguros Inbursa, S.A. that may work. It's called Segumed, and has an age-based annual rate. The premium was about $800 a year for both of us, and would have fully covered Peter's $8,000 bill. It also provided us with some limited coverage while travelling in the United States. We chose not to renew this plan since we are planning to leave Mexico next year. But anyone interested can contact Carlos Alberto Alvarez Guzman at (81) 7981 in Mazatlan.

We then researched — and elected to purchase — health





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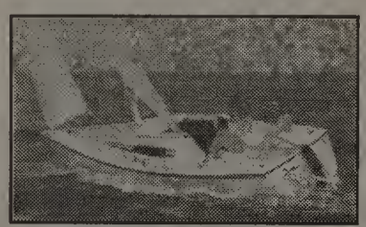
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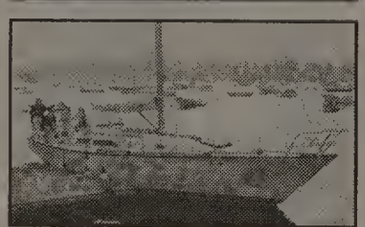
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coverage from International Health Insurance (IHI) in Denmark. Their coverage is very similar to the Blue Cross plan that we had, and would also give us coverage for the three months that we returned home to the States each year — and would even provide air evacuation coverage. The best feature is that the new premium is more than $1,000 less than with our previous U.S. company! Gary Golden from International Marine Insurance Services at (800) 541-4647 can provide details.

Fortunately, we have had no claims, but the literature is clear on the expertise IHI has with international claims. For those cruisers not fortunate enough to have group insurance from a former employer, this would be a company to look into for health coverage.

Pete and Suzy Rummel
Magic Dragon
Paradise Village Marina, Mexico

⇑⇓IT'S HIS BUSINESS

In the May issue, Barbara Goffman wrote a letter criticizing Jim Clark for ordering a very, very large new boat. Although *Latitude's* editorial response defended Clark's decision and raised some interesting points, I think you missed the main point — which is that it's Clark's money. It's not the taxpayer's, it's not any of the organization's she mentioned, and it's certainly not Goffman's. As such, if Mr. Clark wishes to spend his money on another mega-yacht, that's his business. It would also be his business if he simply wanted to burn it.

Besides, I'm sure that he has already paid more than his fair share in income taxes, and what is being spent on his yacht is what our government couldn't directly get. And when one considers the money that will trickle — actually pour — into the community simply to maintain this yacht and the taxes that will be paid in the coming years, I believe that Mr. Clark's yacht represents a substantial investment in the future of this boating community.

Since our boat is less than 20 feet, from our perspective the comments made regarding extravagant spending on mega-yachts are more than applicable to a particular 41-foot *Sceptre* calling Dana Point its home port. As has long been said, "People who live in glass houses shouldn't throw stones."

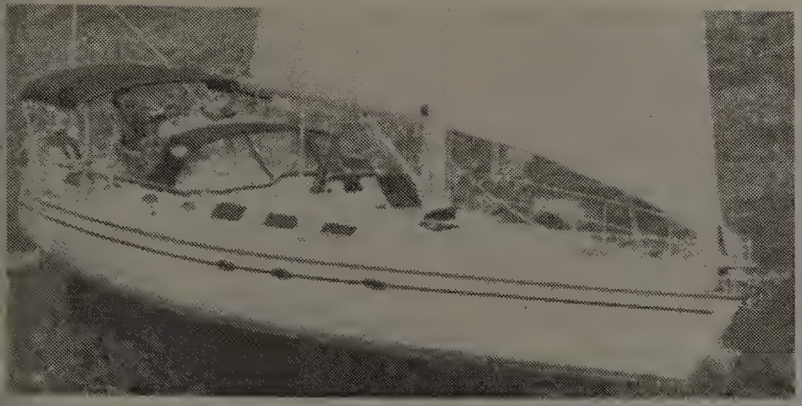
Susie B, O'Day Mariner
Hawi, Hawaii

⇑⇓I BECAME A BELIEVER IN FERRO WHILE IN VIET NAM

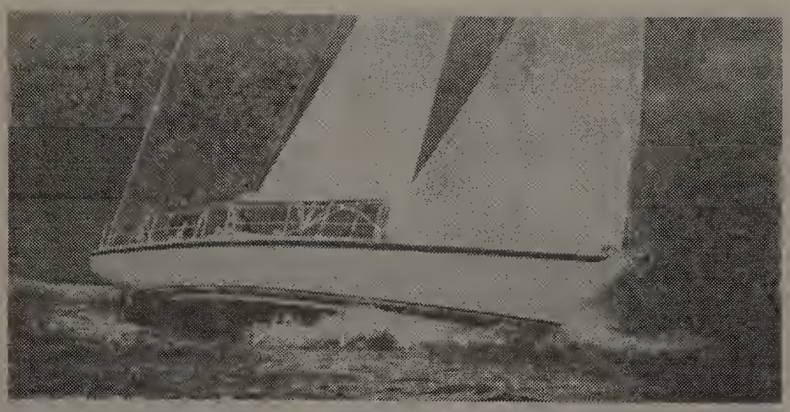
I saw James Walldow's request for data about ferro-cement boats way back in the November issue. I had a handshake acquaintance with this kind of boat 30 or so years ago, but I couldn't offer much specific information. I do, however, have a ferro-cement sea story your readers might enjoy.

The coastal interdiction effort to stop the Viet Cong from bringing supplies into the war zone by sea began with a fleet of old wooden junks. Some were powered only by sail, and all had been built with eons-old plans and methods. Of the four major types of junks, the 10-meter designs powered by a Yabuta diesel were the fastest, most stable, and had the best sea-keeping qualities — although that's not saying much. Late in the war, when the interdiction program turned serious, the Vietnamese government began building new Yabutas — and even tried ferro-cement hulls.

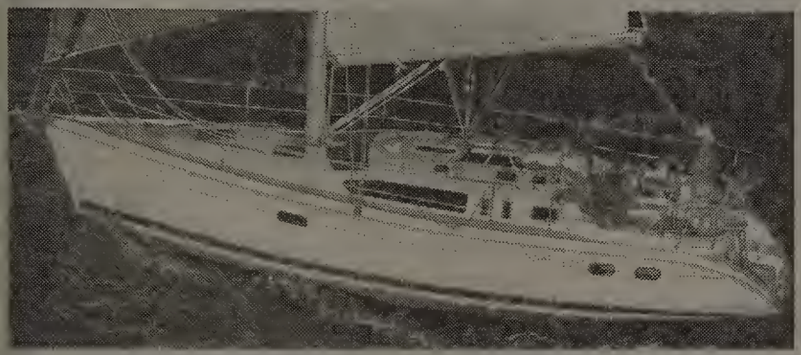
Their rationale for going to ferro-cement was good. Boatwrights — which were in short supply — were required to build wooden hulls and to do depot level maintenance and repair. On the other hand, ferro-cement hulls could — at least in theory — be maintained by field personnel. So ferro-cement junks started coming down the ways and into the war. It is true that a ferro-cement hull can be repaired — if the damage is



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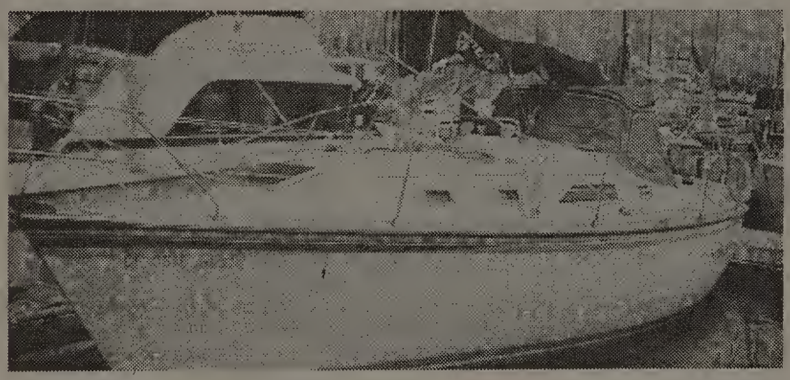
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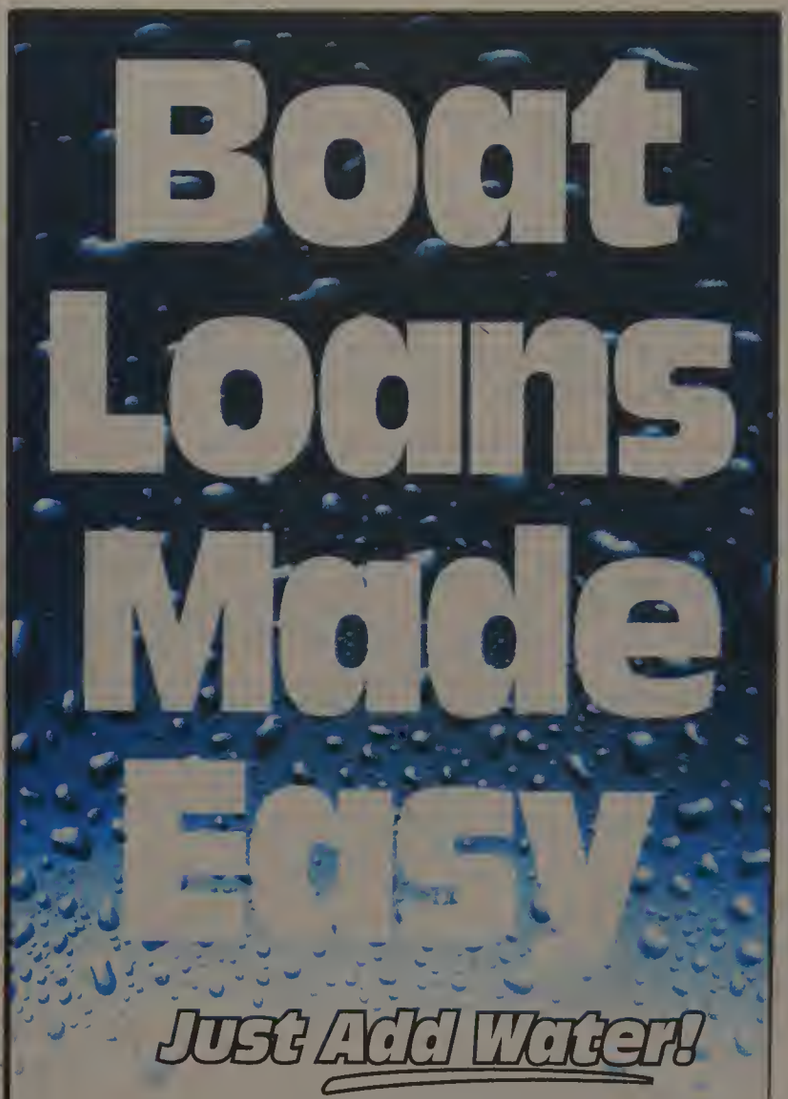
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minor — in the field by untrained sailors. So the soft seabed of the South China Sea was spared lots of new rubble.

We didn't have epoxy paints, so we used what we had, which were regular marine paints. The ferro-cement out-gassed under the paint, which blistered and wept through the hull. This wasn't a big problem since the engines had built-in bilge pumps. Our experience with ferro-cement was too short to notice those long curing times Peter Nicolle mentioned in an earlier *Latitude* letter.

The 10-meter length, although common as dirt in Southeast Asia, is a couple meters too short for the bow to reach across the troughs in normal conditions in that part of the world, so they will pitch, pound, and porpoise through a seaway. Taking some sailorly griping seriously, the Junk Force Command ordered four new junks to be stretched 2.5 meters for a test. It was easy to do, as they just moved the saw-horses farther apart, cut a longer keel, and added a little more rebar, chicken wire and cement.

To make a short story long, the newer, longer ferro-cement junks did indeed ride the seaways better. They were also easier to maintain, were more expensive to build (in a war, who cares?), stopped and deflected bullets better, and had a longer mean time between failures than the old wooden junks. I became a believer.

I left that benighted land soon after the experiment began, so I don't know whether ferro-cement prospered, or whether the benefits of 12.5-meter boats were widely enough recognized to change the 10-meter mentality. I hope so in both cases.

Jim Varnadore
City Heights

Jim — If you read further into this issue, you'll see that Mark Cenac just made a tough 21-day passage back to San Francisco from Mexico in his ferro boat.

⇑⇓GARDENING

It may already be too late, but my wife and I are seriously looking into purchasing a William Garden-designed CT- 41 to liveaboard and cruise. Garden's designs are everywhere, and we're wondering if that's an indication of their quality and longevity — or merely that they're cheap. Granted that any individual boat can be an exception, but are the CT-41s generally considered to be respectable cruisers? Besides being slow, what are their other weaknesses?

P.S. *Latitude* is the postal highlight of my month.

John Gilbert
San Mateo

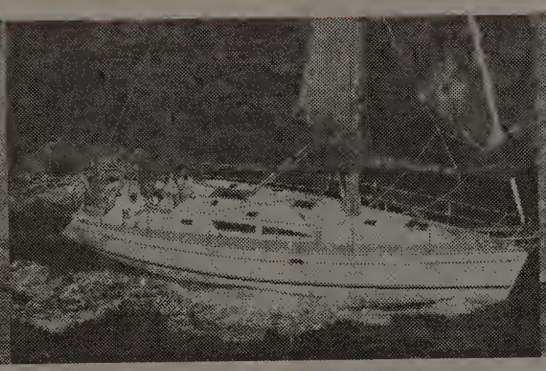
John — The so-called 'Garden 41' was built by several different yards and marketed under many more brands. Frankly, we're not sure that any of them were authentic Garden designs, as it was common in those days for the Taiwanese to build boats that looked similar to the designs of famous naval architects — and then slap on the architect's name without his permission. On the positive side, the 'Garden 41s' built by CT were generally regarded as among the very best.

Like all designs, the 'Garden 41' has its good and bad points. In the plus category, we'd give it high marks for a pleasant 'yachtie' appearance, lots of space for living aboard and storage, very nice performance on a reach, and for not having any single sail that is too big for an average person to handle. On the negative side, they have lots of wood that requires maintenance, they aren't particularly fast upwind or in a slop, and some of them were poorly built with less than the best materials. Bottom line? If you enjoy keeping wood in good shape and can find one that surveys well, we think you'd have a fine boat.

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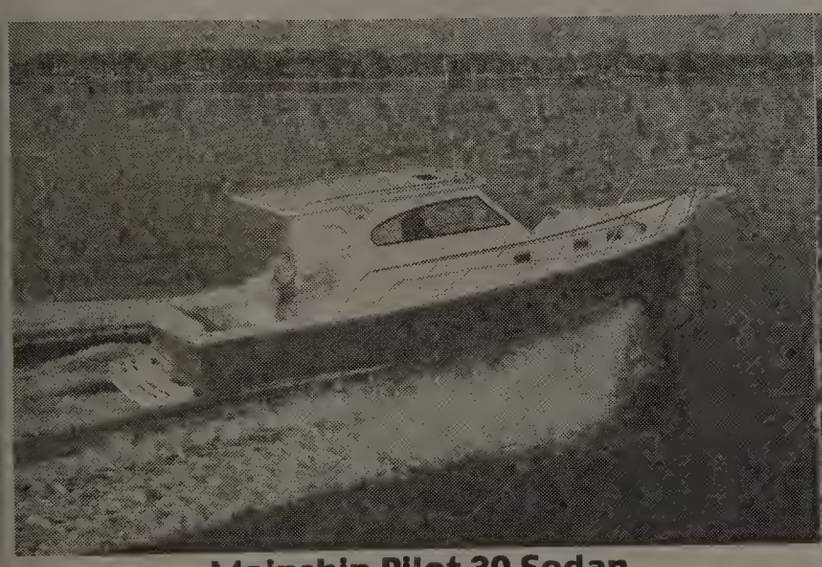
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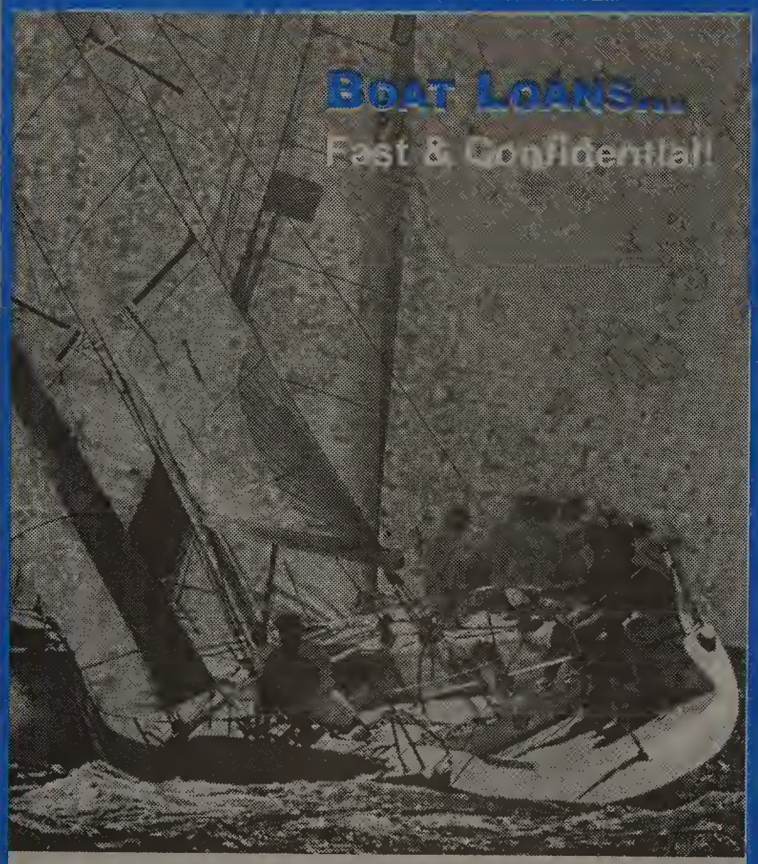
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LETTERS

Just for fun, why not check out Boat Designs *by William Garden, which was updated in 1999. It's 320 pages with lots of photos and line-drawings.*

⇑⇓SIX MONTHS

A year ago I purchased a Maracom M6500 Handheld VHF from one of the marine catalog outfits. After just one month the digital readout began to fade. When I contacted the catalog company, they referred me directly to the manufacturer, Maracom Marine in Miami. They said they'd fix it — but I'd have to send them the radio — and $41. I didn't feel this was a very good deal for a nearly brand new radio, but on December 14 of last year, I nonetheless returned the radio.

After hearing nothing for two months, I called Maracom and was told that the digital readout was faulty. They said they'd replace it and send it back to me. I reminded them of the manufacturer's liability, but they refused to refund my $41. I just wanted a working radio, so I told them to go ahead.

After another month passed without a word, I called them again. The assured me they would have it repaired "soon". After yet another phone call, they asked for "just another week" — and also promised to return my $41 check. That was weeks ago and I haven't heard from them since.

I cannot believe that it's been six months since I sent a nearly new radio back to the factory for a seemingly trivial repair — and still haven't gotten my radio back. I will never buy another product from Maracom — and in the future will only recommend their products to jet-skiers and powerboaters.

George Williams
Adelante II, Ericson 35
Vallejo

⇑⇓EVEN MY MOM-IN-LAW PREFERRED OUR MONOHULL

Based on the Wanderer's support of my wife's preoccupation with catamarans, I recently chartered a Gemini 34 catamaran for three days from Vacation Yacht Charters of Ft. Myers, Florida. Our group consisted of my wife and me, my recently turned 7-year old daughter, and my 74-year-old mother-in-law.

Because of foul winds, we spent the first day motoring 18 miles from Ft. Myers to Roosevelt Channel between Buck Island and Captiva. We anchored out to the east of the 'Tween Waters Resort in roughly five feet of water — having already crossed over only 24 inches of water at the edge of the channel to get there. At least one other yacht got hung up trying to follow us. While there were many yachts anchored just at the edge of the channel, our shallow draft allowed us to pass over the sand banks to five feet of water just west of Bucks Island, giving us complete privacy. Points to the catamaran on shallow draft.

Although our plan was to sail up to Pelican Bay the following day, strong northwesterlies encouraged us to remain in Roosevelt Channel and explore Buck Island's labyrinth of waterways in a rented canoe.

On the third day, we made our way down to the Sanibel Harbor Resort — much to my wife's delight. We tried sailing there, but the cat just didn't want to move in five knots of wind. And it wasn't like we didn't try, as we spent more than an hour broad reaching at two knots. But as we were getting fried — the boat wasn't equipped with a full bimini — we decided to punch up the diesel, at which point we started to make good time. Wouldn't you know it, when we pulled into the harbor a good sailing breeze came up. My wife consoled herself for her lack of sailing with a good massage.

It was a short but enlightening sailing experience. First, we found that the boat was lightly built and lacked many of the construction qualities we take for granted on our Cal. As a re-

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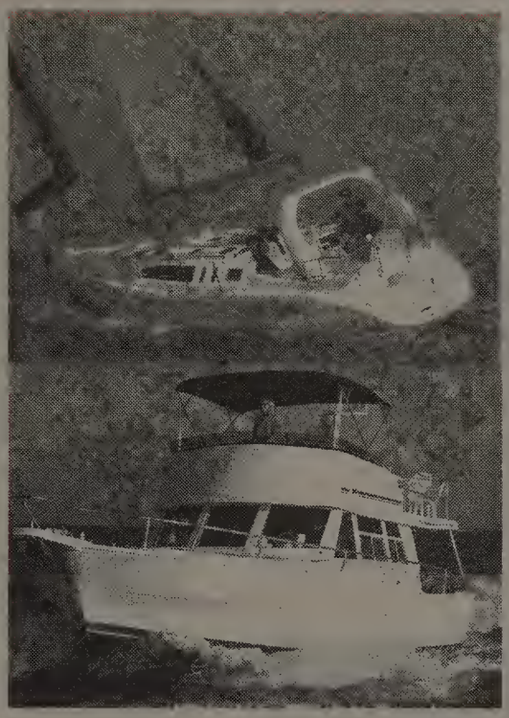
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LETTERS

sult of seemingly poor maintenance, I ended up spending three days fixing things. While on the Caloosahatchee River, we were also disabused of the notion that catamarans are more stable than monohulls. The river has as much boat traffic as Highway 101 has car traffic during rush hour — and all manner of powerboats roared past us with nary a thought about the rules of the road nor their liability for destructive wakes. In any event, you couldn't believe how the cat rolled when we were hit by these wakes! Despite having the main strapped down tight and the centerboard down, we nearly buried our starboard quarter far enough to take water in the cockpit. The very quick and excessive rolling was, I believe, due to the cat's light weight coupled with a lack of water plane and moment-of-inertia. These qualities would seem to make for a very uncomfortable motion in a seaway. In fact, even my mother-in-law voiced her support of our current Cal monohull over the cat!

Despite the frustrations, we had a reasonably good time and the trip served our purpose in terms of evaluating the cat — save for her sailing ability. On the basis of this trip, we've concluded that a catamaran — and particularly a Gemini — is not in our future. After another weekend of sailing with other friends, my wife is now on the hunt for either a Catalina 42 or a Beneteau 46 — something with two quarter cabins, one each for Nana and my daughter and her pals. I may keep our Cal just for racing.

Scott Kearney
Florida

Scott — Cats have a lot to offer, but they're certainly not everyone's cup of tea. It's also important to remember that as with monohulls, there are lots of different types of cats and they have very different performance characteristics.

One major difference between cats and monohulls is their motion. In general, there is less motion with cats, but what there is tends to be quick and jerky. Some people find this kind of motion less bothersome than the slower, rolling motion of monohulls, while others don't. Two other observations. When it comes to catamarans, length is a much more important factor for comfort than it is with monohulls. Secondly, as long as they are built adequately strong, the lighter the cat the better — both for performance and safety.

It's unfortunate that you didn't have better sailing conditions. If anyone wants to see the 'good side' of a cat, they should sail one in 12 to 20 knots of wind on a close or broad reach, which is where they shine. Because of their 'doubled' wetted surface, cats are notoriously slow in wind under eight knots.

There are lots of different kinds of sailboats out there — from one hull to four, with all kinds of different rigs and other variations. The important thing is to find the one that suits you and enjoy her.

⇑⇓HEAVING TO

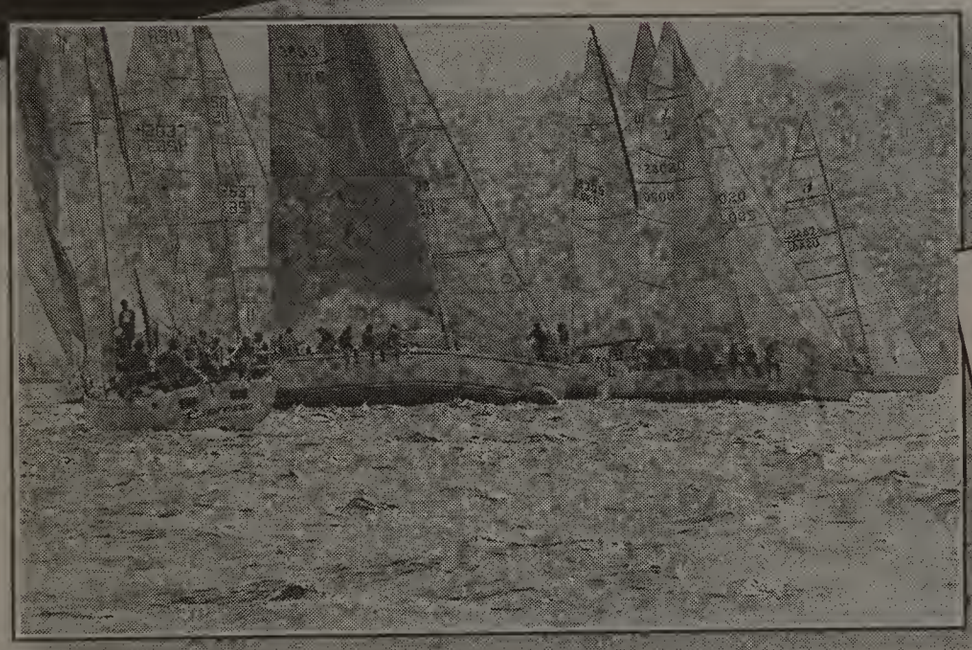
I'm writing in regard to Tom Bowers' May letter on heaving to. As Tom noted from the book *Heavy Weather Sailing*, a boat that is hove to will still forereach a bit. In fact, the reason Lin and Larry Pardey developed their bridle system with a parachute anchor is to keep the boat in the slick generated by the sideways motion of the boat rather than sailing out of it.

My own experiences with heaving to — although not numerous — have convinced me that this is the best way to go. The first time I had to heave to due to weather conditions was on Christmas Eve '93 during a trip to Mexico aboard my Emeryville-based Rawson 30 *Sunrise*. Although it wasn't a survival storm, the wind was overpowering my boat even though she was only carrying a triple-reefed main. Running before the wind was not an option because everyone on the boat was too fatigued to

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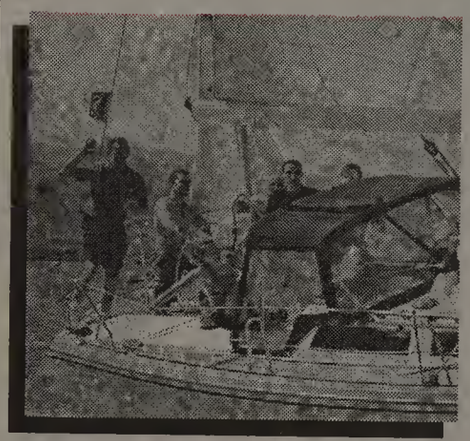
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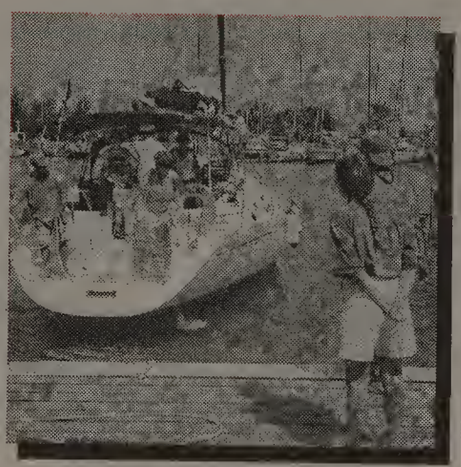
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LETTERS

steer.

After heaving to, the boat laid quietly at about 50 to 55 degrees off the wind. The slick that was generated calmed the waves. In the beginning a few waves did slam against the hull, but only because I still hadn't properly trimmed the parachute anchor. The storm had been generated by a strong Santa Ana, and since the winds were offshore the waves weren't really big. Had I been further offshore where the waves had had time to build to dangerous heights, I would have rigged up something like the Pardeys recommend.

But to answer the basic question, in my opinion the proper way to heave to is to stay in the slick that one's boat creates.

Steve Hersey
SeaScape, Union 32
San Diego

⇑⇓PARA ANCHORS

Desperate for good reading material — could you publish every two weeks? — I just reread the December '99 letter by John Neal and Amanda Swan-Neal on Para Anchors. They suggest that "in most conditions, actively sailing turns out to be the safest and most comfortable tactic. It is essential however, that cruisers have the physical endurance to steer 'one hour on, one hour off' for many hours in heavy conditions."

I don't know how fit John and Amanda are, but I think one on and one off for many hours is out of the question in heavy weather for most of us — especially if we sail shorthanded.

I have hand-steered a 45-foot ketch 'four hours on, four hours off', in good conditions — 10-20 knots, 3-6 foot waves — for several days with little problem. After awhile you get into a groove and can keep it up almost indefinitely. But when conditions deteriorated to 30-knot winds and 9 to 15-foot waves with breaking crests, we decreased watches to two hours and then just an hour. And let me tell you, while it was as exhilarating as riding a huge roller coaster, it was also exhausting. But after a few hours, we each became aware that we were riding on the edge and that a moment of inattention could put us broadside to a wave at the wrong time — and put ourselves at risk of broaching. We decided that we needed to rest.

As you know, when turning upwind from downwind, the apparent wind speed increases. We timed our turn carefully in a trough, rolling up the jib a bit more as it luffed, and hove to successfully. And what a relief! We didn't have a sea anchor, but the boat has a long fin keel with a skeg, so we were more or less beam to the wind and waves until we played with the mizzen and the wheel for a while. Finally, we were able to take our eyes off the sea for a bit and rest. We even experienced the 'slick' to windward that the Pardeys talk about. It smoothed out the water and calmed the motion of the boat considerably. After an hour or two of rest, we were ready to take on the roller coaster again.

On another occasion aboard another boat, we hove to to rest in the middle of a fishing fleet that was moving slowly within a mile or two of us — rather than risk getting run down by big ships. We rationalized that big ships would stay away from the fleet and the fishing boats were going too slow to hurt us. Further down the coast there wasn't enough wind to sail, but we were tired of motoring so we hove to again. It's amazing how much better we felt after turning the engine off for an hour and having a leisurely lunch. In this instance the break was more mental than physical.

Our advice is to keep telling your readers about the benefits of heaving to without a sea anchor. There is no need to rush. And if you heave to in order to rest when conditions are moderate, you'll have more endurance should you need it later for heavy weather.

By the way, we saw *Profligate* sailing on a recent Sunday in

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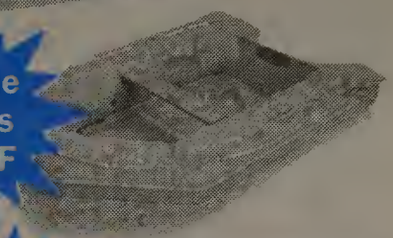
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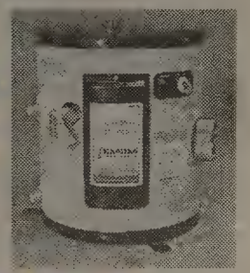


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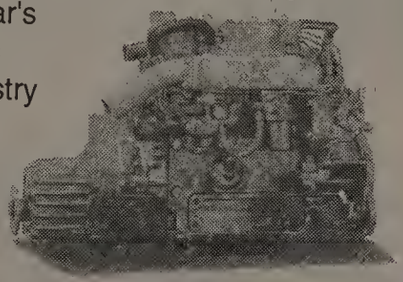
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LETTERS

San Diego Harbor. It was a beautiful day and she looked great!

Barbara Molin
Kelowna, BC / San Diego

Barbara — We're glad you brought up the concept of heaving to in moderate weather just to take a break and catch a little rest. Not many cruisers do it, but those who have rave about how just an hour or two of rest refreshes them.

Thanks for the nice words about our catamaran. It was a beautiful day, and San Diego is a beautiful place to sail.

⇑⇓PACIFIC WEATHER

I believe I read a reference to a website in the *Letters* section in the March or April issue that covered forecasts and other weather information for people planning trips to places such as Hawaii or the South Pacific. Can you direct me?

John Harris
jaharris@mindspring.com

John — One of the terrific things about the Internet is that it's made a tremendous amount of weather data and forecasts available to everyone who can get online — or in touch with somebody online. On the down side, there's so much information available that everyone is in danger of information overload.

If you'd like to get a handle on the wind and sea conditions for a voyage to Hawaii or the South Pacific, we suggest you visit www.redboat.com/weather.html *every day for a couple of months prior to starting your trip. By following the various links that have been assembled there, you'll get a good idea of what to expect — as well as leads to find even more weather information.*

If you want on-the-spot reports as provided by cruisers on small boats on the go, surf to www.bitwrangler.com/yotreps/. *When we checked on June 4, they had mid-passage reports from 18 different boats in the Pacific. YOTREPS has links to the Pacific Seafarer's Net, which provides H.F. radio weather reports to vessels at sea — as well as many other services — and has a bunch of other weather links.*

To prove that the above just begins to scratch the surface on Pacific weather, check out the late June entry titled 'Pacific Weather' in the 'Lectronic Latitude *section of* www.latitude38.com. *It's from Gavin Chilcott of the Pt. Richmond-based Luffe 48* Wave Runner, *and simply has too much information to include in the printed magazine. And if you're in the market for professional weather routing and forecasting to Hawaii, check out the next letter.*

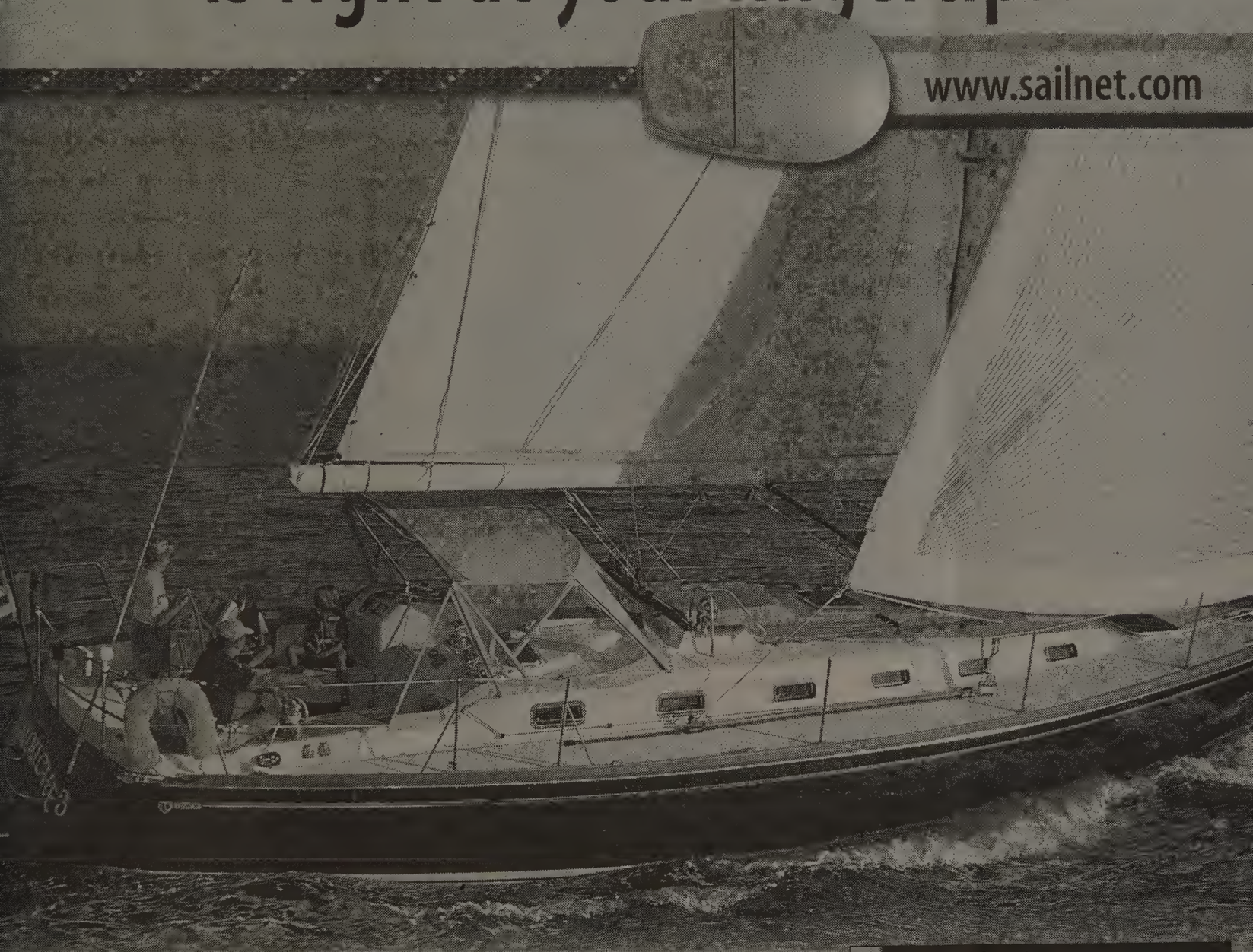
⇑⇓WEATHER OFFSHORE

A few months ago there was a letter from a reader writing on behalf of a boat that wanted weather updates during a trip from Panama to Hawaii. This is exactly the sort of service my business, *Weatherguy.com*, provides. We're a worldwide marine weather forecasting service that specializes in transmitting weather forecasts to vessels at sea.

I am the company's owner/operator, and have been in business since 1997. Some of my customers have used my service with success in TransPacs, Pacific Cups, and passages and deliveries in the Atlantic, Pacific and Caribbean. I used to do these forecasts for free for friends, but it got to the point where people I didn't know were asking for the service. Since I'm looking to expand, I now charge for my forecasts.

My fee depends on what kind of products a customer wants. For about $75 I'll do a six day pre-departure and route recommendation. Personal weather briefings are $40. Telephone calls are gratis, especially for vessels at sea, since I don't want them to hesitate to call if they are concerned about the weather.

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LETTERS

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Rick Shema
Weatherguy.com
Honolulu

Readers — For what it's worth, Shema received his Master of Science degree in Meteorology and Oceanography from the Naval Postgraduate School, Monterey, and his Bachelor of Science degree from Penn State. His background includes forecasting onboard aircraft carriers and other ships. He's done a number of transPacific passages and for the last six years has been racing his family's J/33 in the Islands.

⇑⇓AM I COMPLETELY NUTS?

The Atomic 4 gas engine in my Creekmore 30 is aging, and the cost of a diesel replacement seems kind of pricey. So I was wondering if you or any of your readers has had any experience replacing an Atomic 4 with a motorcycle engine. Honda made a water-cooled engine which was used on many bikes, including my '82 CX500. The engine has a terrific reputation, as they've commonly gotten up to 250,000 road miles before requiring any type of major overhaul. Because of the extensive use of aluminum, the engine is very lightweight. At higher rpms the engine puts out between 45 and 50 horsepower. At lower rpms, it only puts out about half that.

Since the Atomic 4 has a freshwater heat-exchanger type cooling system, hooking it up to the Honda doesn't seem like it would be too difficult. The only challenges would seem to be getting the output of the shaft-drive from the transmission correctly aligned, and dealing with the dual exhaust. My question is this: Am I completely nuts considering replacing an Atomic 4 with a Honda — or is there hope? If this worked out, I would even consider replacing my boat's wheel steering with handlebars and a motorcycle seat.

Doug Davis
Carbondale, Colorado

Doug — About 15 years ago Rudy Goodman of Redwood City put the exact engine you're referring to into Niche, *his Piver 36 Lodestar. He sailed it all the way to El Salvador before problems with the anchor line resulted in her being lost on the beach. The installation was a bit of a problem, but was solved by adding a jack shaft to connect with the prop shaft. He also added a heat exchanger. The engine didn't resist corrosion particularly well, and water got inside so the head gasket blew.*

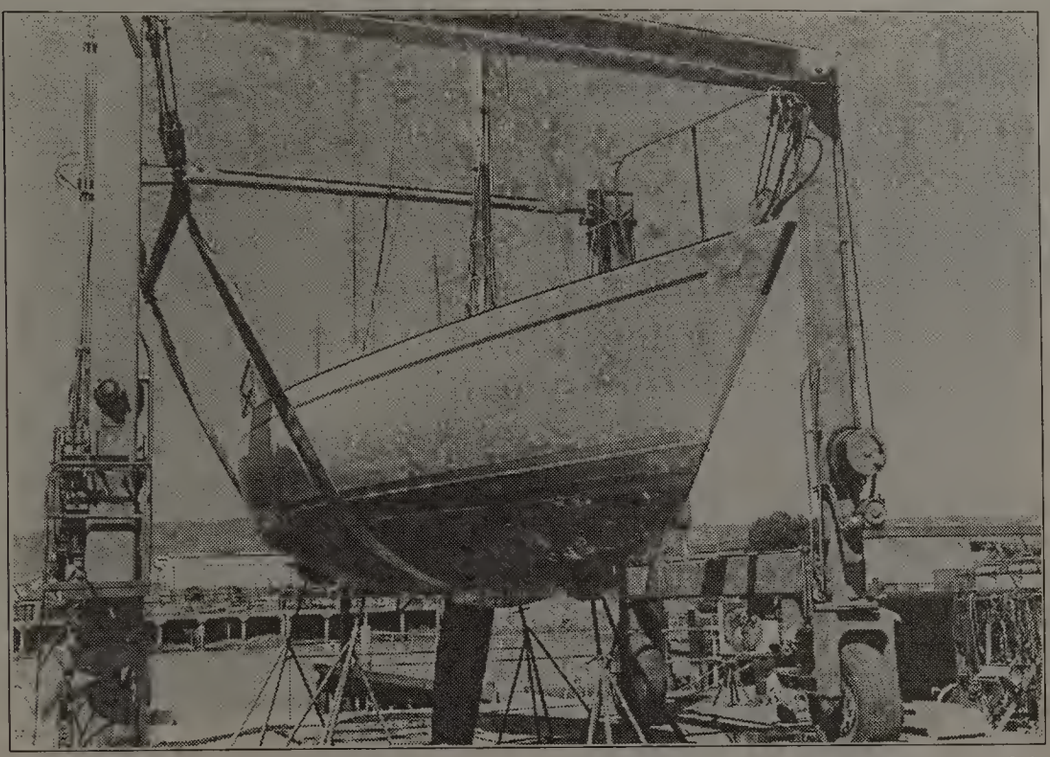
The biggest problem with the installation is that the Coast Guard won't approve it. If the carburator overflows on a motorcycle, the fumes quickly disperse in the atmosphere. On a boat, the highly explosive fumes accumulate in the bilge, making it prime for a major explosion. Goodman addressed this problem by using an outboard fuel tank that he disconnected before shutting off the engine.

So no, you're not completely nuts. On the other hand, it's not the best idea in the world.

⇑⇓IMPERSONAL ATTITUDE

I want to thank the skipper of *Seafarer* for the assistance he provided after I capsized my skiff in the Redwood City Channel. I was amazed at how many mariners passed us by with a dumbfounded look — despite the fact that my boat was dismasted and my crew and I were waving at them for help! There was even a fishing boat 100 yards away that simply ignored us for

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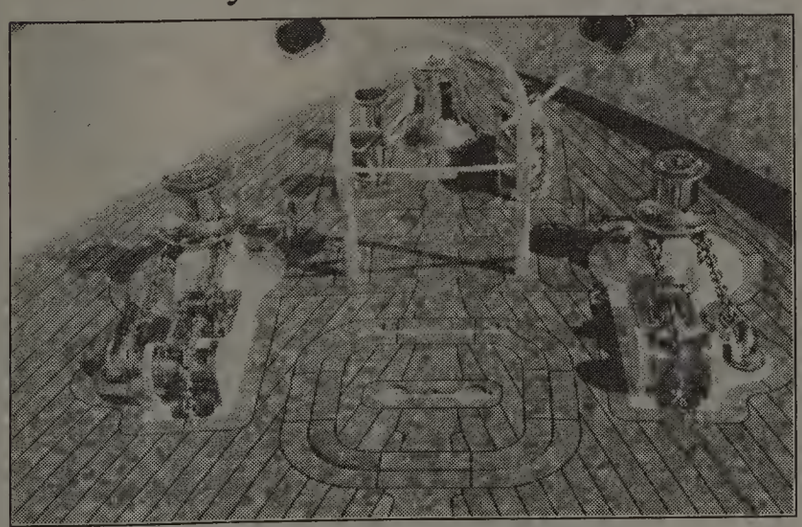
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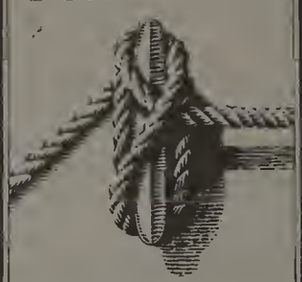


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LETTERS

an hour, even though we slowly started drifting into the Bay.

Seafarer was the fifth boat to pass near us and the first to offer assistance. Despite that crew's gallant efforts, the water was too shallow for them to get a line to us. But as the nearby fishing boat started to leave, the skipper of the *Seafarer* was able to convince them to tow us. Although the situation appeared under control, I'm glad *Seafarer* stayed with us — because the fishing boat proceeded to tow us on a course that would have taken us across the churning water caused by the prop wash of a nearby tug! *Seafarer* again intervened and got the fishing boat to change course.

Although we were wearing PFDs and wet-suits, the following day I added a throw bag, rocket flares, and a radio to my gear should we ever find ourselves in a similar situation.

With respect to the other vessels that didn't stop to render assistance, shame on you! I also happen to own a Catalina 34 that I sail out of Coyote Point, and have never thought twice about towing in a jet-skier or boardsailer who had broken down. Has the impersonal attitude of our roadways finally hit the waterways? God help us if BMW decides to make a boat!

John Sandstrom
Catalina 34, *Helbeau* and Vanguard 15
Coyote Point

John — We've become a society of specialists where we tend to be very good at a few things and not so good at a lot of things. So when it comes to cars disabled on the side of the road, we let them wait for a towing service. And for a lot of folks not raised in nautical traditions, they merrily bypass mariners about to slip into danger by assuming that the Coast Guard will rescue them.

The law of the sea is that everyone needs to be responsible for their own safety — but when they no longer can be, all others must render whatever assistance they can. This may involve calling the Coast Guard, throwing a line, or just standing by — but it's a legal obligation.

A tip of the Latitude *hat to* Seafarer *for doing the right thing.*

⇑⇓GEORGIA WAS ON OUR MIND

I always enjoy *Latitude*, but have a small correction. WLO (Mobile Marine Radio, Inc.) is located in Mobile, Alabama. In your response to Mike and Susan McKim's *What Prompted AT&T To Pull Out?* letter in the May issue, you'd said it was in Georgia. WLO has a website at *http://www.wloradio.com/*.

M. G. Foster
Oakland

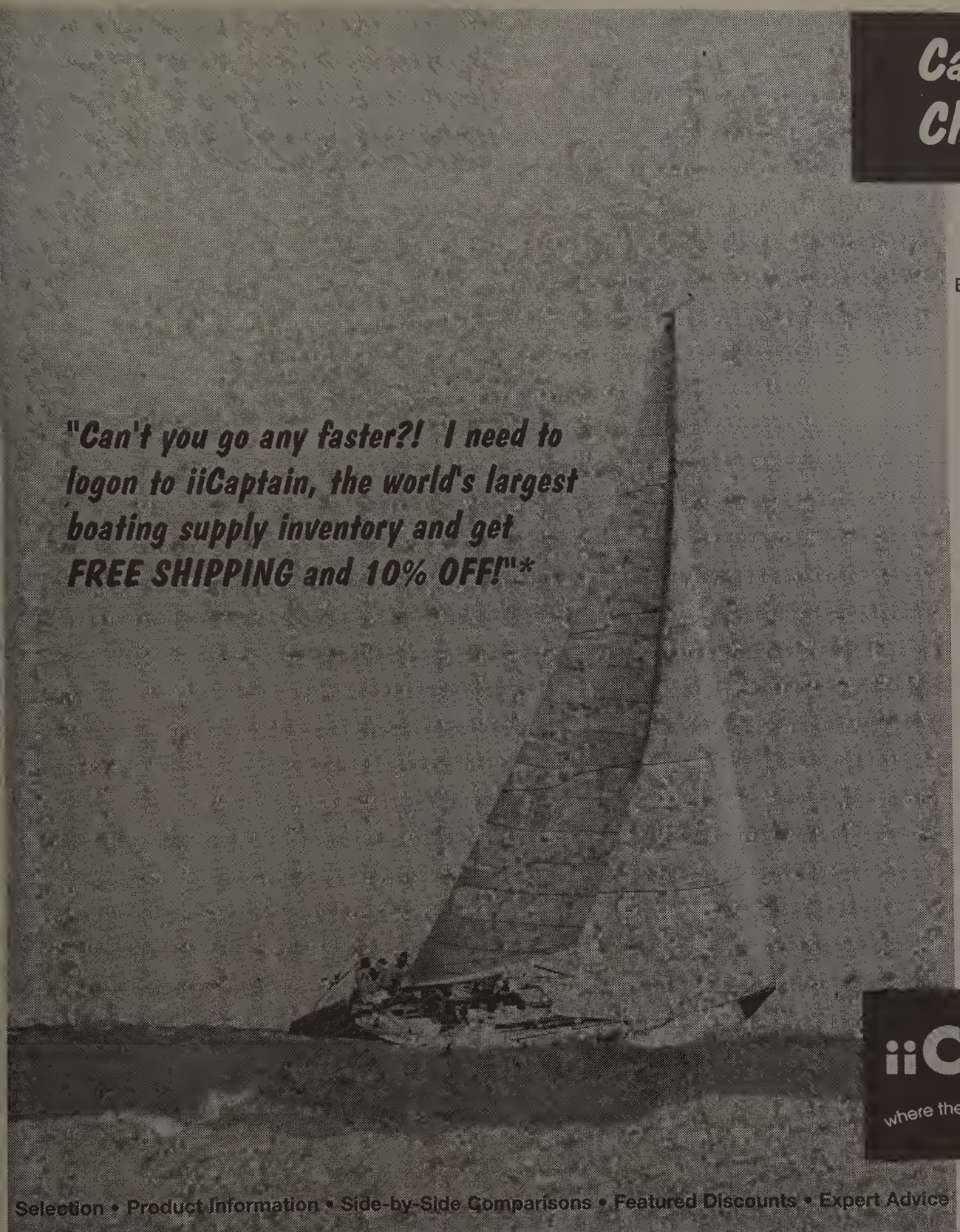
⇑⇓THIS OLD ANCHOR

I recently purchased an anchor that was snagged by a fishing net in San Pablo Bay and later pulled up. The anchor has two opposing barbed hooks at the bottom, a sliding bar at the top with balls on each end, and one end has a 90° bend. The anchor stands about five feet tall.

Judging from the looks of it, I think it must have been used in the late 1700s, but I'm trying to do more research. If anyone can give me some help dating it, I'd appreciate it. I could also use some information on preservation, as rust has eaten into it and it flakes quite easily.

Paul Fleming
El Sobrante

Paul — It sounds as though you're describing a type of anchor variously known as a 'yachtsman', 'kedge', 'fisherman' or 'Herreshoff'. Such non-burying anchors are considered reliable on hard or foul bottoms, and are often carried as storm anchors. For what it's worth, what you refer to as 'barbs' are technically known as 'palms'.



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These types of anchors have been around for a long time, so maybe it came from Drake's Golden Hinde. *On the other hand, they're still made today, so maybe it's not very old at all. Perhaps one of our readers knows something about dating metal.*

⇑⇓SINGLEHANDED TECHNIQUES

After a long hiatus for my education and training, I recently began sailing again. After a year back into it, I'm having a blast! I'd like to do some singlehanded daysailing in the Bay, and am therefore looking for some tips. Currently I rent boats from Spinnaker Sailing in Redwood City, a wonderful outfit that gives me access to boats such as Santana 22s, Cal 24s and a Merit 25. The main thing that perplexes me is how to raise and lower a mainsail with a boltrope that must be hand-fed into the mast — usually while I'm sailing in a narrow channel.

I'm sure that these and other problems have been worked out by others, but would be grateful if you can direct me to any other singlehanded tips, either in print or on the web. I'd also like to know if you think singlehanding is best learned by yourself or by taking lessons.

By the way, far be it from me to encourage poetry in these hallowed pages, but I offer the following regarding the number of syllables in *haiku* — having read the "sort-of *haiku*" from Dana in the May issue that described the worn sandpaper discs that fell from her sander during a maintenance job:

describes work in ten
one must use seventeen
in sailing haiku

David McKalip
Whatever is Available
San Bruno

David — It's difficult for one person to neatly raise or lower a main with a boltrope on the luff — as we discovered when we started singlehanding our first Olson 30 Little O. *After wrestling with it for quite a while, we came up with a permanent solution by replacing the boltrope with slugs. But maybe some other singlehanders have a more elegant and less expensive solution.*

Since the essence of singlehanding is doing everything — including solving problems — on your own, we think it's best to learn by yourself. We'd go at it gradually, of course, doing all the work on a couple of sails while another crewmember stands by to lend assistance if absolutely necessary.

Based on our experience of singlehanding every boat we've ever owned — Ericson 35, Bounty 41, Freya 39, two Olson 30s, Cal 25, Ocean 71, and a Surfin' 63 catamaran — singlehanded daysailing in the relatively protected waters of San Francisco Bay isn't that difficult and shouldn't be too dangerous. Even without an autopilot. Venturing out into the ocean and/or overnight singlehanded is a much more complicated and dangerous endeavour.

The key to singlehanding is the same as the key to sailing with crew: being able to control the boat through steering, tacking, gybing and reefing the boat. It's most helpful if the boat is well-balanced. We can remember a number of times it was blowing in excess of 25 knots when we'd have to reduce or drop sail on the lightweight Olson 30. The technique was simple: let the main and jib sheets completely loose in such a way that they wouldn't snag on anything. Naturally the flapping sails would make a hell of a racket, but the boat would simply feather into the wind, allowing us to confidently stroll forward and drop the hanked on jib and reef and/or drop the main. We have no idea what one would do with a boat that wasn't balanced.

We also became familiar with several singlehanded techniques that have served us well over the years. Feathering into the wind to either postpone or eliminate having to reef was one of them.

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Quickly luffing high into the wind so we could pull sheets in by hand rather than having to grind them in was another. When you singlehand, you also learn several gybing techniques for stronger breezes — not the least of which is the 'chicken jibe', aka tacking.

Frankly, we can't remember any articles or websites about singlehanded sailing. If anyone knows about some, please let us know — and/or share your singlehanded tips.

⇑⇓ON THE RAFT

I am a catalog librarian at the Connecticut Historical Society, and I happened upon your website when I was searching for some information on the raft *Nonpareil*. In an answer to a letter from Rick Fischer of Victoria, Minnesota, dated January, 1999, you mentioned the *Nonpareil* as having made it across the Atlantic in 1868 — according to Lindemann's book, *Alone at Sea*.

I'm currently cataloging a collection of broadsides here at CHS, and came across a particularly interesting one that was an advertisement for Monitor Life-saving Rafts, the company that manufactured the *Nonpareil*. I believe the company was out of New York. The broadside shows a woodcut illustration of the *Nonpareil* at sea, gives its dimensions —12'6" x 24" when rolled up; 22'6" x 12'6" when inflated — with a buoyancy of seven tons. It also lists the crew — John Mikes, master; George Miller and Jerry Mullene, crew — and includes the text of Mikes' log of the journey.

According to the broadside, the *Nonpareil* sailed from New York on June 12, 1867, arriving at Southampton, United Kingdom on July 26, 1867. From the illustration, it looks as though the raft consisted of three long, inflatable pontoons with a wood frame attached on top of them. There were two masts, with three sails — a jib, foresail and mainsail — and a steering device of some sort near the center of the craft.

I often come across a lot of interesting, ephemeral information with the broadsides, but I found this one particularly fascinating. I thought you might be interested to hear about it since it seems to be a significant piece of maritime history. I am in the process of researching some newspapers of that time period to verify that the *Nonpareil* did indeed make the journey. In addition, I would also like to ask you if you have any other information on Capt. Thompson, or any of the crewmembers. I have not been able to locate too much on them here.

Rick Sarcia, NEH Project Cataloger
Hartford, CT

Rick — Thanks for the additional information. Unfortunately, we told you pretty much everything we know about that unusual craft and crossing.

⇑⇓HAITIAN REFUGEES

When we returned to Georgetown after the Haitian refugee rescue — as covered in June's *Trouble In Paradise* article — we found that many cruisers had being following what was going on over the VHF radio and wanted to help. But they were unable to as it was night. We also found that the island clinic had taken 22 of the sickest Haitians from helicopters to treat them — and in the process depleted some of their already meager supplies. Further, we learned the island's hurricane supplies had been opened in order to give the Haitians blankets, and that these supplies weren't going to be replenished either.

Having talked with Mr. Cooper, the regional administrator, and Ms. Fernander, the nurse in charge of the clinic, the Exuma Health Fund has been established. Anyone may donate to it by sending a check to the Scotia Bank, Georgetown, Exuma, Ba-

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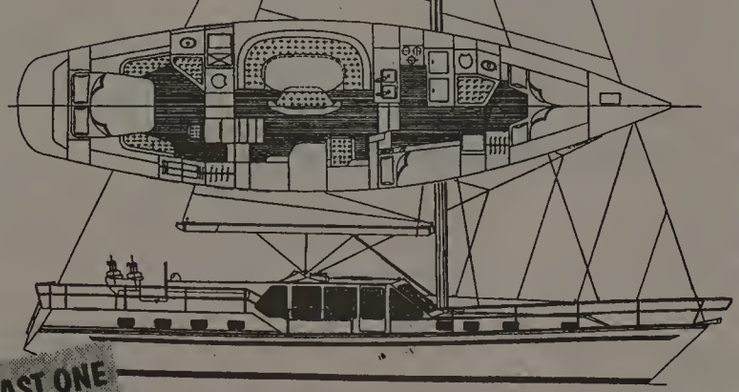
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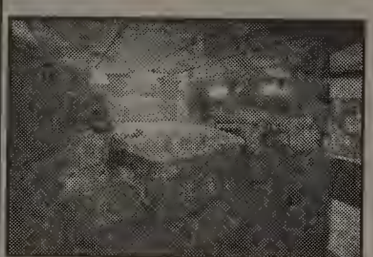
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hamas. Several cruisers have already given substantial amounts, and the fund is now at several thousand dollars. The money will be spent for the health needs of the three clinics of Great Exuma. We hope this will be an ongoing fund and hope you can give it some publicity. We will also contact the Seven Seas Cruising Association to help spread the word next fall when the annual southward migration begins.

Peter and Louise Berry
Tango, Fountaine-Pajot 37 cat
Seattle / Asheville, NC / Panama City, FL

Peter & Louise — It's a strange world. If someone becomes a political football — such as little Elian — there is no end to the millions government and individuals will spend on him to further their own agendas. But when it comes to some faceless Haitians dying in search of freedom and opportunity, it's almost as if they don't exist.

For cruisers heading south from either the West Coast or the East Coast, please remember that there are plenty of people in the tropics — particularly in the smaller communities — who could greatly benefit from even your slightest generosity. Medical supplies, clothes, shoes, books, paper and pencils, balls — every little bit goes a long way.

⇑⇓NEW BOAT FOR TERRY AND LENORE

I read the recent *Changes* about last fall's sinking of the Triton 28 *Puffin* in the South Pacific. I'd like to make a couple of comments, as I am Terry Ferstle, the owner of the lost boat. It's true that we were not equipped with an SSB radio. We did have a VHF, but for some reason the rescue helicopter was unable to communicate with us. One of the recommendations we made to several rescue groups that interviewed us later was that all rescue aircraft and vessels be equipped with VHF.

I'm quite sure that the damage that ultimately caused *Puffin* to sink was the result of hitting something, not merely rough weather. For one thing, I think I remember hearing the sound of hitting something up forward, and then a few seconds later, hitting something aft. In addition, there were leaks both up forward and aft. Furthermore, I'd been singlehanding *Puffin* for six years — it was Lenore's first ocean passage — so the boat and I had endured our share of bad weather and heaving to without any problems. We'd actually been riding out the storm without much difficulty, so I think that whatever we hit actually changed the shape of a wave or changed our position relative to it so that the wave could cause the knockdown.

In any event, Lenore and I are now in Kosrae, Federated States of Micronesia, aboard the Cal 40 *Panasea* — which I just purchased from Bill and Nan Hillsinger. Nan has previously had letters and articles published in *Latitude* and other magazines. The couple were looking for a break from cruising, and I've known them and their boat since the crossing from Z-town to the Marquesas years ago. I'd also babysat the boat in Samoa for them while they visited the States. So when Lenore and I flew into Kosrae to inspect *Panasea*, it was pretty much a 'done deal'.

We'll leave here soon for Vanuatu, New Caledonia and the South Pacific Arts Festival. After continuing on to Oz for a haul out, we'll fly back to the States to see the kids and grandkids — and to show off America to Lenore.

Terry and Lenore Ferstle
Panasea, Cal 40
San Diego / South Pacific

Terry & Lenore — Thanks for those clarifications. We imagine the Cal seems like a luxury ride after the relatively small Triton.

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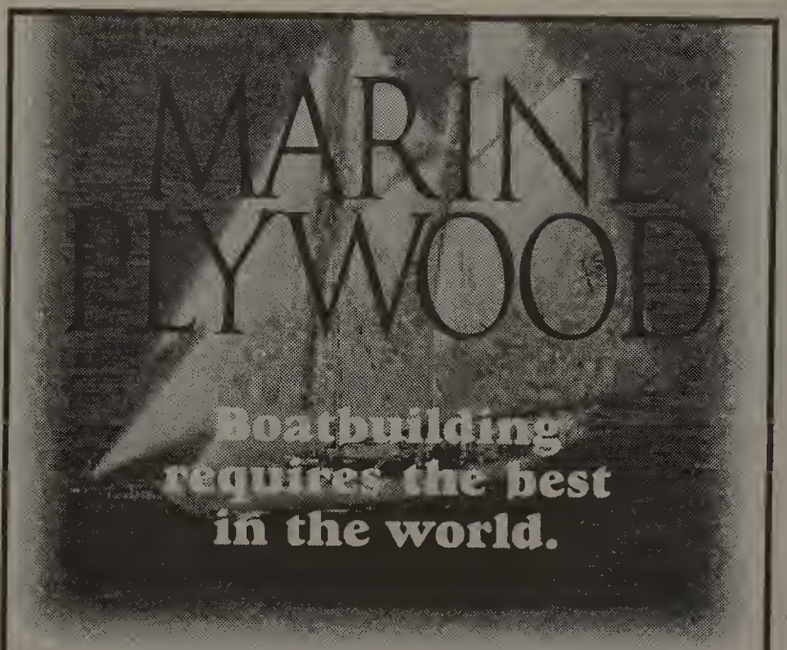
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LETTERS

⇑⇓MEXICANS RATE LOWER THAN ANIMALS

I find it sad that as far as environmental organizations are concerned, people — especially people in foreign countries — seem to rate lower than animals. I say this because I spent two years trying to get U.S. organizations — such as the Audubon Society and the National Resources Defense Council — that were against the salt plant at Laguna San Ignacio to recognize the large amount of scientific work that had been done on the effects of such a plant. Studies showed that the effects would be mostly neutral or positive. The environmental organizations wouldn't pay any attention to these findings, nor would they even answer or acknowledge receiving them.

It is quite obvious to me that these organizations didn't have a true interest in the environment, but rather advancing their own political agenda by publishing predictions of disaster and dire warnings — none of which were based upon science, all of which were made up of whole cloth. The only rational argument they ever used — and it was usually buried deep beneath their usual diatribes — is that there would be some gain to humanity if the pristine area were left undisturbed. Were open space their leading issue, many of us in the scientific community could have supported their cause. Unfortunately, they mostly chose to ignore that argument in favor of what in many cases were outright lies.

For many years the scientists at my institution have been championing the cause of responsible environmentalism — including the work to allow the Mexican government to declare five biosphere reserves in the Baja California Peninsula — including the Viscaino Biosphere Reserve, the largest in Mexico. This reserve extends across the Baja peninsula to near Santa Rosalia, and is the one that encompasses Laguna San Ignacio and the area around Guerrero Negro. The latter is astride Scammon's Lagoon, where the largest salt works in the world — equal in size to the one proposed at Laguna San Ignacio — has been in operation for 50 years. Scammon's Lagoon is, of course, where the gray whales go to give birth every year. The whales and the salt works have been coexisting quite comfortably for nearly half a century.

What surprised and disturbed me the most was the opposition of the Audubon Society. Work done over the past 50 years around Guerrero Negro has shown that, for various reasons, the avian population, both permanent and transient, has increased year by year. The biggest reason is because of the direct and indirect effects of having the salt works there! The Audubon Society, however, could not be bothered with anything that got in the way of their chosen political agenda — even if it were helpful to their primary goal and concern. That, more than any other thing, has convinced me that some environmental groups have lost their way and now exist only for political reasons — and to provide an income for their staff.

There is the further difficulty of these well-paid and well-fed environmental organization staffers ever being able to understand the life of the *campesino* living in and around San Ignacio. There is nothing for them that will ever change the lives of these poor people, whose lives are, at best, very difficult. I know it is the fashion of the American tourist to romanticize their simple lives, but all a tourist needs to do to disabuse themselves of such a notion is to live in their sandals for a few weeks, subsisting on beans and rice while doing very hard manual labor under the Baja sun.

The first salt works gave rise to the town of Guerrero Negro, which provided the many locals with schools, hospitals and decent work. Most Americans might not choose to live there, but it's far better than the local alternatives — which are living in a shack in the desert herding goats or being a *panga* fisher-

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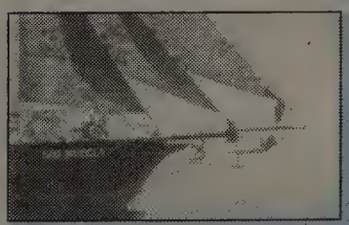
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LETTERS

man.

I suppose what most disappointed me is the opposition here in Mexico, where one might assume there would be some concern for their fellow citizens. However, the opposition was led by a poet, Homer Aridjis — I hope I spelled his name correctly — who has probably never left the comfort of a Mexico City coffee house, who has never seen the peninsula or the lagoon, and probably would not recognize a gray whale if it fell on him. His only concern is to try to take credit for what the scientists here at CIBNOR have done to get the biospheres established, something he trumpets loudly — even though he had no part in any of it! I also do not think he wants to dirty his skirts with the *campesinos* either.

Ellis Glazier
Profesor de Posgrado Centro de Investigaciones Biologicas (CIBNOR)
La Paz, BCS, Mexico

Ellis — You have our sympathy, for these have to be discouraging times for scientists. Why it wouldn't take much more than a Morgan Fairchild-type B-List celebrity, a couple of slick PR guys, and a for-hire 'junk scientist' to convince half the population that the earth is flat or that those Africans are really on to something because having sex with virgins really does cure AIDS.

Grandstanding 'environmentalists' like to wrap themselves in what they believe is a shroud of righteousness and truth. But years ago we learned that they're every bit as capable of distortions and outright lies as are real estate developers, used car salesmen, criminal defense lawyers, U.S. Presidents, and others of dubious character. In fact, many environmentalists will be quick to admit that when it comes to the environment, the end always justifies the means.

Based on the fact that there's been a huge salt works at Scammon's Lagoon for 50 years that hasn't seemed to harm the whales or other wildlife, our gut feeling is that the proposed salt works at Laguna San Ignacio wouldn't have been the environmental disaster that so many claimed. On the other hand, we're glad it's not going to be built for a reason you cited — to preserve it as an open space.

That the salt works won't be built isn't necessarily a disaster for the poor campesinos and panga fishermen, either. For if they get the right training and support, they'll soon discover that environmental tourism is far easier and more profitable than manual labor ever was — particularly now that Laguna San Ignacio is a major environmental shrine and will probably be in need of hotels and restaurants.

⇑⇓GOING NORTH

It was great to see *Profligate* back on the Bay on June 3 and pouncing down on us once again. And what a terrific day for sailing it was on the Bay, with bright sunshine, blue skies and great breezes.

This was a big change in conditions from the last time I'd seen *Profligate*, which was back in April at the north end of Cedros Island waiting for a nasty northwesterly to ease up. *Hasty Heart*, the Swan 61 that I skipper, left Cedros about an hour before *Latitude's* cat — and immediately got laid over by 40 knots of wind. In addition, the seas were steep and close, so we were having quite a 'Baja Bash'. We carried three reefs in our main and the staysail — and cracked off for the mainland. The conditions moderated somewhat until we reached the coast — at which point we were again hit with 40 knots. So we rolled up the staysail and motored the last 20 miles to the next anchorage.

Since *Hasty Heart* is a big and powerful Swan, she does pretty

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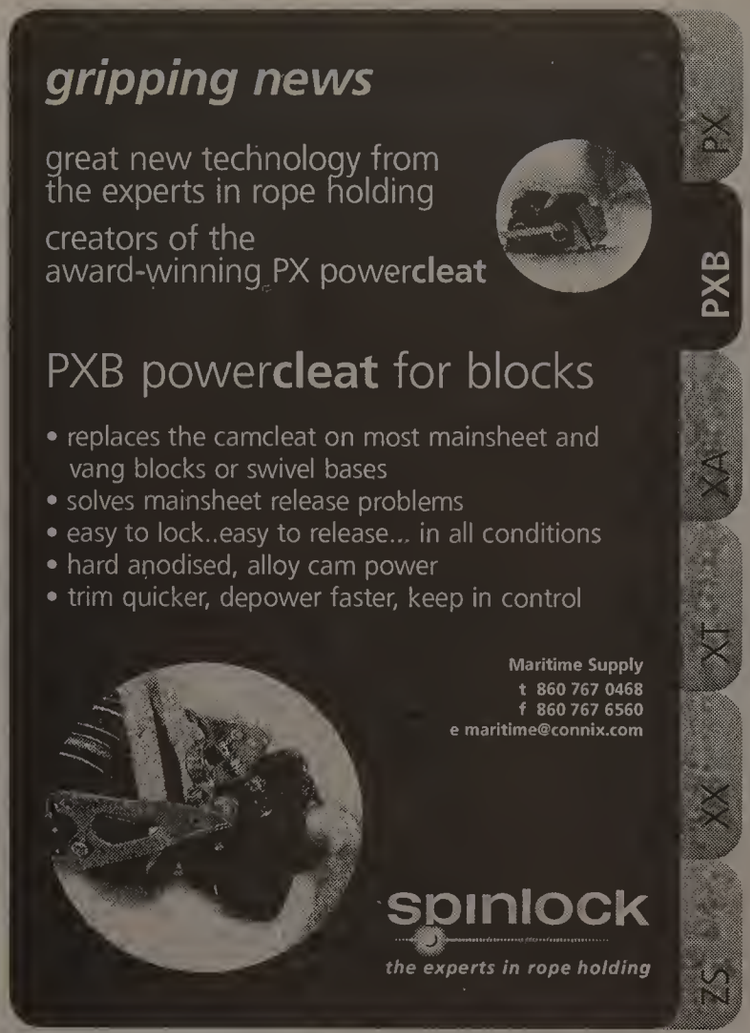
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LETTERS

well in those kinds of rough conditions. I'm embarrassed to tell you, however, that I was a little concerned about *Profligate* and her crew. We'd spoken to them a couple of times that day over the radio, and they told us they were heading straight into those seas. Imagine my surprise, then, to see them joining us in the anchorage less than two hours after we arrived! I can't tell you how impressed I was with the catamaran's ability to motor into strong winds and seas. But I sure hope the crew had some fun



LATITUDE ARCHIVES

'Hasty Heart' on San Francisco Bay.

board surfing the next day, because they'd sure earned it after that passage.

Anybody interested in my tips for the Baja Bash? I've sailed/motorsailed up the west coast many times, fortunately, always aboard strong, well-found boats with plenty of crew. When the wind is out of the northwest — which it is most of the time — I stay right on shore. I make short starboard tacks out, then flop back onto port toward the beach or under the next point. I take it one point at a time, always paying very close attention to the depthsounder, GPS, and radar. I do this because I've found there's some relief from the seas and a lift from the wind as you approach each headland. Plus, you can always drop the hook for a meal or sleep in the lee of many of the headlands. Anyway, this method has worked well for me, as we've generally had quick passages — meaning Cabo to San Diego in five to six days. and San Diego to San Francisco in three to four days. Folks with smaller boats need to remember these times were for relatively large boats.

For boats that are being delivered shorthanded and/or without radar and/or don't carry a lot of fuel, and/or don't go to weather so well, I would recommend the offshore route back from Mexico. We'll be enjoying the Bay regularly in June, then take off for Hawaii again on July 1.

Rick Pearce
Swan 61, *Hasty Heart*
San Francisco

Rick — When headed into strong winds and big seas, the motion of a catamaran such as Profligate *couldn't be more different than it was with our old Ocean 71 or the Swan 61 that you skipper. Whereas monohulls plunge into and/or through big seas, cats float on top of the water and lift over the top of waves. Heading into big seas is the one time that we think the motion on a larger monohull is far less unpleasant than on a catamaran — even if the cat has high enough bridgedeck clearance to avoid most 'bombs' against the bottom of the bridgedeck.*

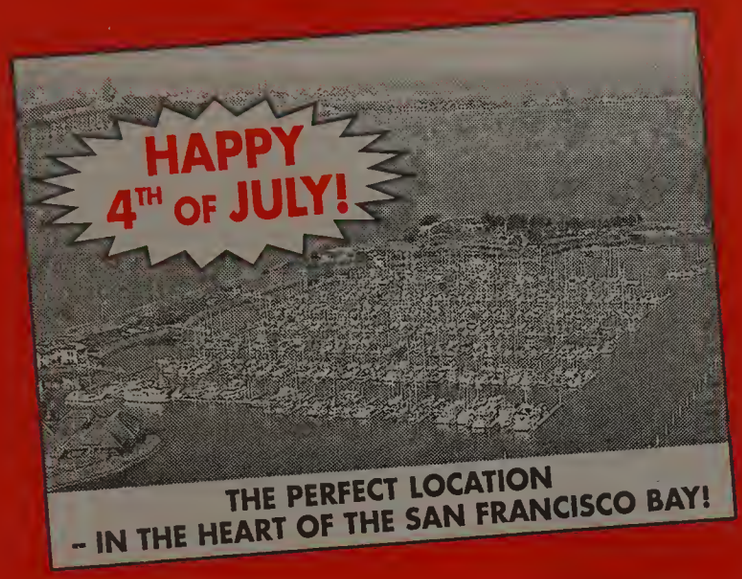
⇑⇓TEN YEARS AFTER

It's been about 10 years since we left California aboard our Portland-based Freeport 36 *Daisy D.*, and we're currently in Luperon on the north shore of the Dominican Republic. We still read your rag whenever we can get a copy from a fellow cruiser

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LETTERS

— which isn't that often. But since you're still the best around, maybe your readers can help us out.

We've discovered that our new type Adler Barbour ColdMachine emits strong interference over the Marine Single Sideband frequency spectrum, mostly between 2 and 20 Mhz. It doesn't seem to effect AM broadcasts, FM, TV or VHF frequencies. Kenyon, the manufacturer, tells us that all the new units using the Danfoss parts have this problem. Indeed, all the other cruisers we've spoken with who have the new Danfoss units have the same problem with their SSB and ham equipment. As a result, we usually have to turn off the refrigerator in order to receive weatherfax, short wave broadcasts or talk to other vessels.

We've had much correspondence over a five-month period with Kenyon customer service. They always admit a mistake and promise an imminent solution, but the solution never comes. West Marine will take our ColdMachine back, but we don't know of a replacement unit that doesn't have the same problem. So if anyone has a solution, we'd love to hear about it at: *daisyd@pocketmail.com*. By the way, Pocketmail is so great that every cruiser should have it.

Radios are important to all cruisers, but our SSB might be a little more important than most. For the last several years we have operated a Caribbean SSB net — 8104 Khz, 0815 Atlantic Standard Time, seven days a week — that deals strictly with safety and security matters. We track crimes affecting yachties, as well as missing vessels, navigational hazards, and act as a center for priority and emergency messages. As such, the RF noise has been sort of a hassle.

A few other comments. Our '82 Freeport 36 has turned out to be a great coastal cruiser for two people. Our first boat — about 1965 on San Francisco Bay — was the old staysail schooner *Nordlys*. A subsequent owner took her to the Caribbean for chartering, and one of his crew was Foxy Callwood, who later started the famous bar by the same name on Jost van Dyck.

We left San Francisco in '91, and have since wandered through southern Mexico, Central America, the Canal and San Blas Islands of Panama, the north coast of South America to French Guiana, and made several trips up and down the Lesser Antilles. This is our first time in Luperon, where we plan to hang out for the hurricane season.

Our favorite places have been southern Mexico, the interiors of Guatemala and Colombia, Cartagena, San Blas, the Los Aves Islands, and Ile du Salut in French Guiana. It looks as though the Dominican Republic will be added to the list as there is a very comfortable feeling about this place and its people.

Donald and Judith Kline
Daisy D.
Luperon, Dominican Republic

⇑⇓EMMA, IN WESTERN AUSTRALIA

Anybody remember the 'captain that doesn't cook'? Thanks to Frank LaHaye, the owner of the San Francisco-based Tayana 55 *Quintessence* that I used to skipper, I received page 234 of the March *Latitude*. This is the one that had my photo on it as well as a note saying some old friends from Mexico were wondering what happened to me.

Well, I'm now down in Perth, Western Australia, where I sail a bit, boardsail a lot, and work in a gym as a personal trainer. I also manage a fleet of Foundation 36s, which are the boats used for the Australia Cup and other match racing and corporate events.

I'm trying to remember the 'Capt Nick', who asked about me from '93 in Mexico and the Sharp/DeFever 62 he ran, but so much has happened since then that my memory is a little fuzzy.

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LETTERS

Among other things, I chased Whitbread Race dreams, attempted some of the world's sailing records in high-strung catamarans, and did lots of other stuff. In any event, I hope all is going well for all my old friends!

Emma Westmacott
Perth, Australia

Emma — A couple of years ago we sat down for lunch at the chic Eden Rock Restaurant in St. Barts, and when we picked up the menu noticed that a photo of Quintessence *was watermarked behind the entrees. As best we can figure, you were the captain when the photo was taken.*

⇑⇓OFFSHORE DELIVERY

Some time ago you published an excellent and thorough article on how to legally avoid paying California sales tax when buying a boat. I'm in serious need of the information, but can't find the article. Can you help?

P.S. I never miss an issue, and thank you for the heart and effort it takes to create each one.

Larry Templeton
Callipygian
Los Altos

Larry — We suggest that you always use the phrase 'taking offshore delivery' as opposed to 'trying to avoid paying sales tax' — it sounds so much better.

In any event, the basic concept is that if you take delivery — meaning exchange the money, title, and boat — outside of the state waters and then cruise to and in another country — Mexico is awfully convenient — for 90 days, you're no longer liable for sales tax. There's also a way in which you can take delivery offshore and come right back to port — but it's more complicated and you have to spend more than 50% of the next six months outside the country.

You want to be very careful that you comply with every little detail of the rules for offshore deliveries, document it — preferably with film and videotape — and not take any shortcuts. Believe it or not, the Board of Equalization will tell you exactly how to go about it — but later on they'll also examine everything to see if they can catch you having made a mistake. Several sources have told us they've recently started to trip up boat buyers on even the smallest technicalities, so be very careful.

⇑⇓SMOKE DETECTOR

As a fireman, former building inspector, and someone who has had their life saved by a smoke detector, I'm always surprised when the opportunity to endorse their use is missed. The unfortunate souls who lost their lives as a result of the boat fire on Suisun Bay on March 21 would certainly have had a better chance to survive if they'd been awakened before their vessel was engulfed in flames. When you sleep on a boat, a smoke detector is your first 'life-jacket'.

Mark J. Bronson
Norway, New York / Sausalito

Mark — You make an excellent point, as a boat fire is one of the greatest dangers to a boat and her crew — no matter if at the dock or at sea. Fiberglass boat fires must be discovered while they are still small, for once they get going they are almost impossible to put out.

⇑⇓ESOTERIC NAME

Attention Department of Trivial Pursuit. I'm looking for a little help for the esoteric name of a piece of anchoring gear. I

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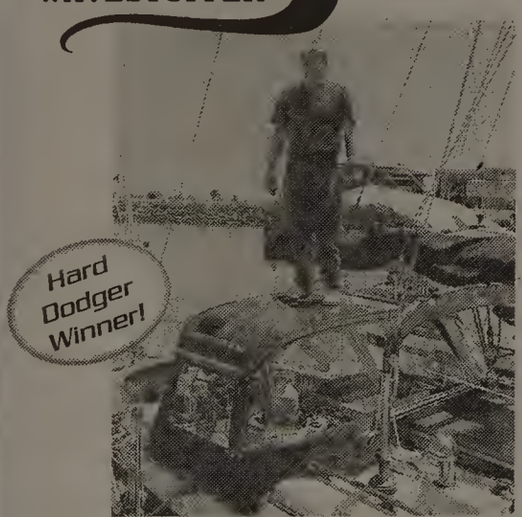


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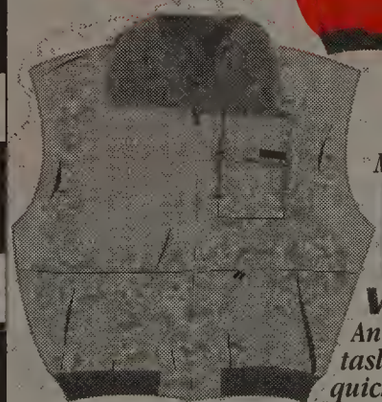
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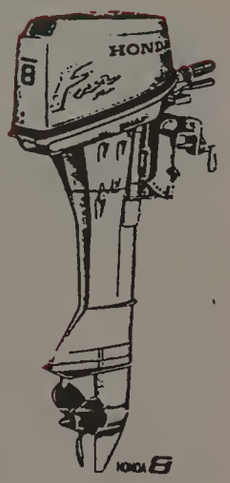


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LETTERS

knew the term once, but brain-fade has set in. The item is either an adaptation, or more likely the genesis, of the nylon 'shock absorber' commonly used on boats with all-chain rodes. Generally found on boats with bowsprits, it's a 10-foot so or length of nylon line that is semi-permanently attached to the bobstay's chain-plate at the stem of the boat at the waterline. On the opposite end of the nylon line is a shackle or chain hook.

Once anchored, this shackle or chain hook is attached to the chain, and then the rode is slacked enough so that the load is taken by the nylon tether and chain plate. When not anchored, the nylon line is just draped over the bow and secured, but remains attached to the chain plate. That's the part that has earned it at least one name. In addition to being the shock absorber and unloading the windlass, this variation also unloads the bowsprit's anchor roller and gets the load down low for reduced 'sailing on the anchor', and increases the scope.

What's it called? Maybe 'Jacob's Hook'? Naw, that's not it. Anybody know?

John Bousha
Avocet, Cheoy Lee 41

John — In the places we've been, they're known as 'snubbers' — and variations of them are used on all kinds of boats, not just those with bowsprits.

⇑⇓IN A FOG

I'm new to the Bay Area, and at some point would like to sail my 36-foot sailboat along the coast. How do I find out more about the fog conditions? We rent a house up in Mendocino County and the fog hangs offshore most of the summer. How extensive is it?

I checked the NOAA site and saw some satellite maps, but I need more information about fog patterns.

R. Leslye Mogford
Northern California

R. — Shortly after your letter arrived — June 12, to be exact — the San Francisco Chronicle *published an excellent article by Harold Gilliam on fog in Northern California. It appeared on page A8 of that edition and is the best we've read on the subject. It even noted that some scientists believe that Northern California's summer cycles of heat and fog "contribute to the region's cultural and political climate of tolerance and innovation." That and the booze and drugs.*

Gilliam says the original theory was that marine air is pushed down the California coast by the Pacific High. Because of the earth's rotation, this slightly sun-warmed water veers offshore and is replaced by colder water upwelling from the depths. The cold air from this colder water chills the air above it to create fog. The fog then forms into banks and gets sucked into the Gate and other coastal openings by the extreme summer heat of the Central Valley. When the fog eventually cools the valley, the inland and ocean temperatures more or less equalize, and the fog retreats until the cycle starts again.

Question: Should we fill in the Golden Gate, which would mean warm water and fog-free sailing on what used to be San Francisco Bay?

The trouble with the original theory is that the cycles didn't always hold true. Sometimes it stayed hot and fog free for longer than the model predicted and often times it would stay foggy longer than it should. According to Gilliam's article, the original model was mostly correct. What was missing was the effect of the hard-to-predict north-south high-pressure ridges and low pressure troughs associated with the location and movement of the jet stream. So it turns out to be much more complicated than anybody expected.

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LETTERS

So what's a coastal sailor to do? First of all, accept the fact that during the summer the weather folks will be terrible at predicting whether or not there will be fog. Long time Bay residents are overly familiar with having two days of hot weather and the forecasters predicting "even warmer weather and no chance of fog for tomorrow." Invariably, this means the fog is going to come in thick and the temps are going to drop 20 degrees. This is exactly what happened during the week of June 11-17. So from the early spring through October, you need to be ready for fog at any time.

We're not sure what you mean by how "extensive" the fog is. The range and thickness of the fog varies tremendously, but don't think you'll be able to sail offshore to get beyond it. Not without lots of provisions. Also realize that some places are far more prone to fog than others. Montara, just to the south of San Francisco, is notorious for being the first place to get it and the last place to be free of it.

In the 'old days', coastal sailing used to come with dread, as sailors ran the risk of being engulfed in fog and/or losing their way and ending up on some rocky shore. God, we hated being blind out there like that! Then along came low-cost and reliable GPS and radar, the fog bound sailor's greatest friends. Taking these along won't assure you of clear weather, but they should mean you'll be safe.

Everyone interested in local weather should email science@sfgate.com *to ask for a copy of Gilliam's excellent article, as our summary didn't do it justice.*

⇑⇓SOLD ON THE FIRST CALL

I want to report that the *Classy Classified* I took out in the May issue to sell my Boston Whaler was a success. I sold the boat to the first caller — and have had several more ads since!

William H. Hair
Whalerless

William — We're glad your Classy *worked so well for you, but don't want our dirty little secret — that we have lots of powerboat readers — to get out.*

⇑⇓TAKE CARE WHEN DOUBLE CLAMPING

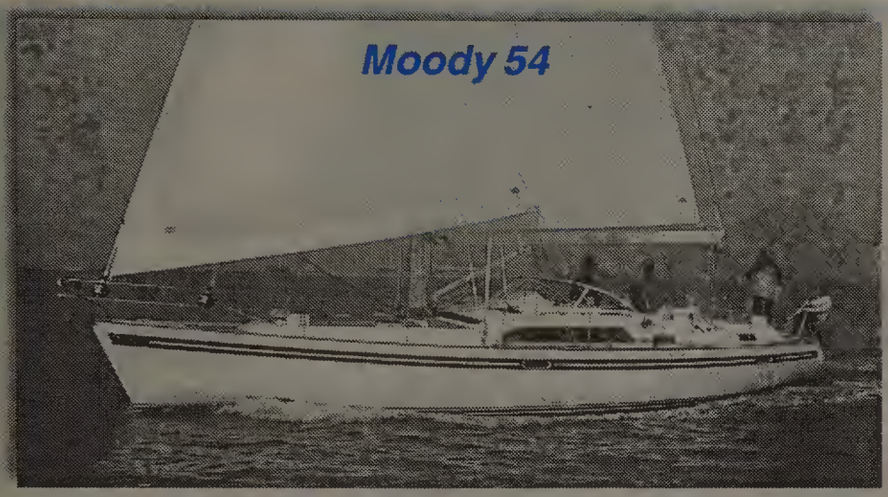
There has been discussion among marine surveyors about the 'good marine practice' of double-clamping hoses. Many marine surveyors will state 'double clamp all below waterline hoses' in the recommendation section of their surveys. But unless one is careful, double-clamping can actually cause problems.

During a seminar several years ago, one of the speakers said she could find no reference to the double-clamping of hoses — except for fuel and exhaust hoses. And none of the other 35 marine professionals present could cite a reference to double-clamping water hoses — except those in the Code of Federal Regulations which relate to other than recreational vessels. The earliest reference I've found to double-clamping was in a 1935 Chris Craft sales brochure where it was stated that, "*all* hoses have been double-clamped for your yachting safety."

I'm not sure how many of you remember what hose clamps were like 65 years ago, but they were usually made of #12 baling wire that had been formed to take a stove bolt and nut for tightening. Most weren't even galvanized. In cases where such hose clamps weren't available, they were 'made' by twisting a piece of bailing wire with pliers. Given the quality of the original hose clamps, it's easy to see why double-clamping was considered necessary. Today's hose clamps are — unless you buy them at an auto supply store or home improvement center — far superior as they are made of passivated stainless steel strap with stainless steel worm screws.

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LETTERS

The problem with double clamping hoses has to do with the length of the hose barb. The old hose barbs were designed to accept two and sometimes even three clamps. But during a visit to a marine chandlery recently, I noticed that even the 1.5-inch barbs were not long enough to properly and safely install two clamps.

A couple of months ago I surveyed a boat that could have sunk because of the double clamping of hoses. The owner, acting on the recommendation of a surveyor, had put two clamps on a hose barb that had only been designed to accept one. As a result, the second clamp was just past the end of the barb — and was actually cutting the hose it was supposed to secure. With a little wiggling, I was able to pull the torn hose off the barb. So it's a good thing the boat was out of the water at the time.

My advice, then, is to be careful when double-clamping. If you do it on a barb that isn't long enough, you're not adding another level of safely, but rather creating a potentially serious problem.

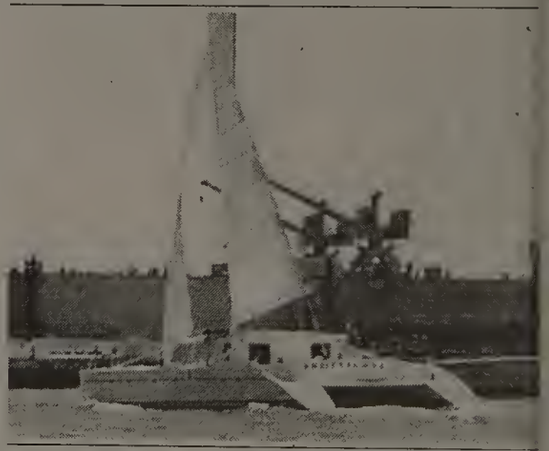
Jack MacKinnon, AMS/SMS
Old Fart Marine Surveyor
San Lorenzo

⇑⇓FROM THE BOTTOM OF THE FOOD CHAIN

A short note from a lowlife powerboat puke. I realize that because I own a powerboat now, I'm at the bottom of the sailing food chain — although I previously owned an Ericson 27 and a Cal 29. Nonetheless, I read every *Latitude* from cover to cover — and have for years, as there is an unbelieveable amount of information for all boaters in every issue. I consider *Latitude* to be the best boating — not just sailing — rag out today. I also enjoy *Passagemaker* for my motorboat 'fix'.

My wife and I are headed to Mexico next year for a six-month cruise, so the information you provide is invaluable. I also really enjoy the editor's replies to the *Letters*.

After taking our boat to San Diego, we took our dinghy out cruising — and lo and behold, there was the Wanderer and two women sailing *Profligate*!! I was blown away that the three of you were able to sail the big cat in such tight quarters, including lots of tacks and gybes. So I took the accompanying photograph.



But no sooner had we arrived back in our home port of Newport Beach that we noticed *Profligate* parked in front of the Sea Scout base. I'm assuming you were headed back to the Bay Area.

Ross MacDonald
Motor vessel *Boppy's Star*
Newport Beach

Ross — Thanks for the kind words about the magazine, as our entire staff really knocks themselves out to provide as much information as we can. And thanks for making the Wanderer and his crew sound like such great sailors, when the real truth is the big cat is ridiculously easy for even two people to handle. By the way, while in Newport Beach Profligate *enjoyed the great hospitality of Orange Coast College rather than the Boy Scouts*

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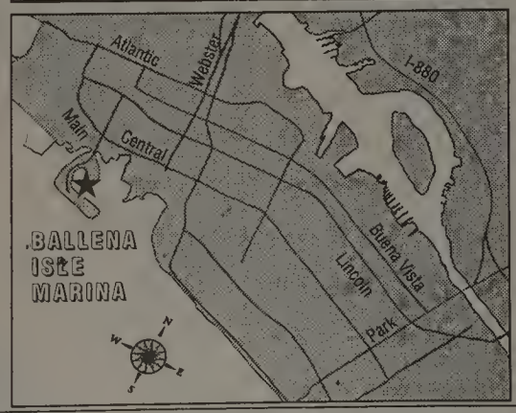


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LETTERS

— although we're sure they're wonderful, too.

'Powerboat puke'? Except in jest, we're not having any of it. As far as we're concerned, the only important thing is that people enjoy themselves, no matter what kind of boat they're on — or even if they're not on a boat at all.

⇑⇓O'BRIAN'S STORIES WERE THIN

I was glad to read your comments on the Patrick O'Brian series as I thought I was the only one who considered his stories to be thin. I attributed it to a lack of character development — and reread the Hornblower series to confirm it.

Many thanks for telling it like it is. I look forward to reading *Latitude* each month, having been a supporter since 1977.

Warren Haussler
Pasadena

Warren — While we personally don't care for the O'Brian series, taste is a subjective thing, so it comes as no surprise to us that tens of thousands of readers enjoy his books. After all, our favorite book is Robert Louis Stevenson's The Wrecker *— which nobody else seems to like at all. However, David Kennedy of the Armchair Sailor reports the book is now back in print.*

⇑⇓UP TO HIS NECK

We recently heard a true story that concerns a cruiser — identity unknown — who came across a dead whale. He decided he wanted a photograph of him standing on the whale. So he climbed on the whale carcass and proceeded to jump up and down — at which time he broke through the decaying flesh and sunk up to his neck. His friends were able to extract him using lines, but even after numerous scrubbings, he still smelled to high heaven for several days.

Here's another true story out of La Paz: A female shopper in one of the large Mexican chain markets — not the CCC — reached into the pineapple bin with both hands to pick out a couple of pineapples. As she extracted them, she noticed she'd been bitten on the hand. Although she was rushed to a local hospital a short time later, she died. The doctors and authorities requested a careful search of the pineapple bin — and found two coral snakes. The store was still in business when we were there last week, but we bypassed the pineapple bin. From now on, we'll be careful where we put our fingers when purchasing bulk produce.

Geves and Jane Kenny
Resolve
Sea of Cortez / San Diego

Geves & Jane — We apologize for having to say this, but one of the biggest lessons we've learned in nearly a quarter of a century of publishing Latitude *is to be skeptical of stories that don't come with basic facts — such as names, dates and specific locations. If, for example, you'd told us that on June 10 Joanie Smith of the Cal 46* Blue Bird *was bitten by a coral snake while BBQ-ing on Isla Ballena with Bill and Sandy of the Islander 36* Big Time *and Sam and Martha of the Westsail 32* Ocean Passage *— we'd be inclined to believe the story. But without facts or collaboration, the carcass and snake stories have the odor of a dying whale.*

⇑⇓BETWEEN TWO ROCKS

During a recent visit to New Zealand, I took a day to visit Waiheke Island, one of the many charming islands in the Hauraki Gulf. It's just a half hour ferry ride from Auckland. After the commuters leave in the morning for the big city, the island becomes quiet and peaceful.

Waiheke's coastline has many white sand beaches and small

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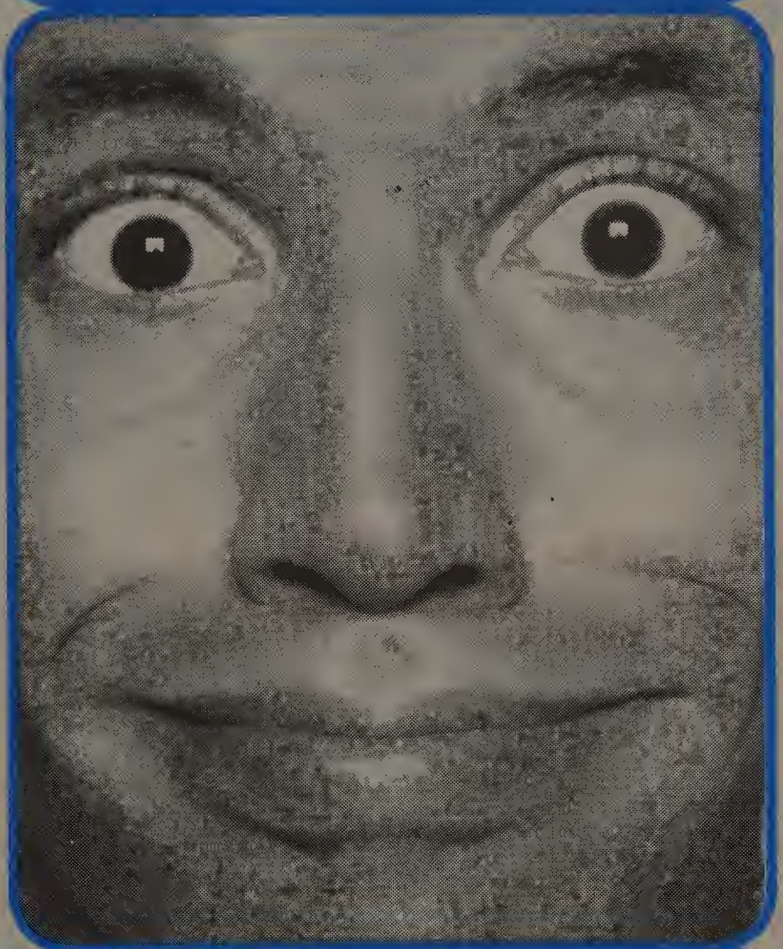
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LETTERS

secluded bays. It was at one of these bays, the appropriately named Rocky Bay, that I chanced upon a small sloop that was wedged between two large rocks. My immediate thought was that this would make an interesting story for *Latitude.* With camera in hand, I was concentrating on composing the photograph when I heard a young lady behind me plead, "Do you have to take a picture of it?"



She then proceeded to tell me what had happened. Her husband had secured — and I use that word loosely — their sloop to a new mooring several days before. Somehow the shackle had loosened and the boat was carried in by the tide and came to rest snugly between these two rocks.

After close inspection of the hull, I remarked to the lady that there didn't appear to be any significant damage. I told her that it would have been difficult to steer the boat to come to rest between the rocks without damage, let alone to have it occur by chance. Perhaps one must add small sloops to the axiom that God shows favor on sailors, drunks, and orphans.

Warren Cohen
Walnut Creek

Readers — To see this photo — and many others — in more vivid color, go to www.latitude38.com, *click on the new* 'Lectronic Latitude.

⇑⇓EVEN THOUGH I WAS PROBABLY TO BLAME

Last summer I purchased and installed an Air Marine wind generator on my Whitby 42. The product, which is made by Southwest Windpower of Flagstaff, worked perfectly for a year — when without warning it lost a blade. I assumed that it was out of warranty and further assumed that I was probably to blame for the blade coming off — as I may not have tightened it enough or perhaps should have used Lock-tite.

I called Southwest to order a new set of blades — they recommend replacing them in balanced sets — and was asked what happened to my original blades. When I told the woman what had happened, she said the unit was rated for up to 11 mph winds and should not have failed. A new set of blades was sent to me without charge! I'm still in shock as I have never dealt with a company that treated me so well. I didn't have to beg, plead, send in receipts or even ask for warranty service. They deserve high praise.

Stan Gardner
Montara

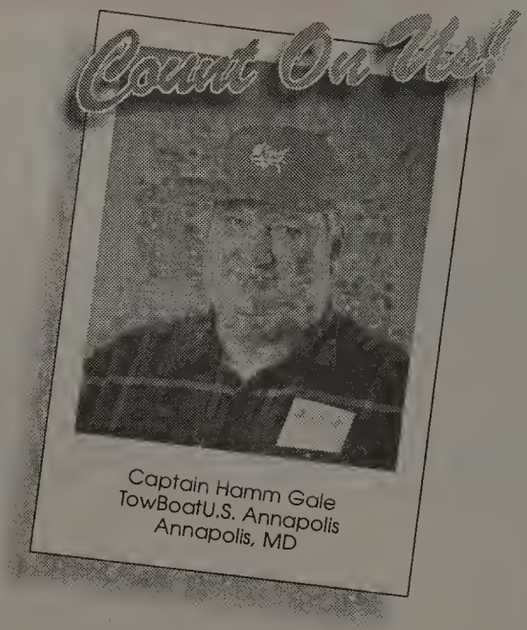
⇑⇓A TOTAL INVESTMENT OF $1,500

Thanks for the great picture of my Cal 20 *Cheap Therapy* on page 170-171 of the May issue. Behind us in the photo are Don and Lilt McPherson aboard their Catalina 27 — who sold us our Cal! It was just a coincidence that both our boats happened to be sailing into the Berkeley Marina at the time your photographer pulled out his camera.

We met and became friends with the McPhersons while sailing Lido 14s out of the Cal Sailing Club about five years ago when I started as a sailing instructor. In fact, I taught Don how

"Captain Gale clearly rescued us from being caught in a violent thunderstorm in the middle of the Chesapeake Bay. He towed us to our dock just as the storm hit!"

—Walter Korsgaard, Falls Church, VA



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LETTERS

to sail dinghies without a rudder. We've since become good friends, and they're probably responsible for getting us into J Dock in the Berkeley Marina, which has the best social scene. In fact, the folks on the dock started the J Dock Club.

The Cal and Catalina have been great boats for both of us. For example, we were sailing the Bay on New Year's Eve when the fireworks were set off. It was about 38 degrees — and I don't mean latitude. We've also BBQ'd on our boats in Clipper Cove near Treasure Island, and have gone on overnighters to Petaluma.

One of your readers wrote in describing his dream of owning a Cal 20. When we got ours — actually my wife bought it — I thought it was kind of ugly. But we've since sailed her everywhere in the Bay that other boats go, and it's rigged for spinnaker — which I fly even when singlehanding. I was singlehanding, in fact, the day winds came out of the south on the Bay at 62 mph. I was under bare poles for two hours.

After I put a new bottom on the Cal, we started racing her. The boats rates 273, and we use women skippers on the last Friday of every month to get extra points. I think we're tied for second or third in the series.

My wife paid $900 for the boat, and so far the biggest expense was replacing the rubrail that fell off. After painting the inside and doing a little rewiring, our total investment is still under $1,500. We probably sail more than any boat in the marina.

Darrell Caraway
Cheap Therapy, Cal 20
Berkeley Marina

Darrell — You're getting the 'big bang for the buck' from that Cal.

⇑⇓IT HADN'T EVEN CROSSED MY MIND

The June letter from Mr. C regarding his advice to anyone thinking about building a boat was generally on the point, but didn't paint the entire picture.

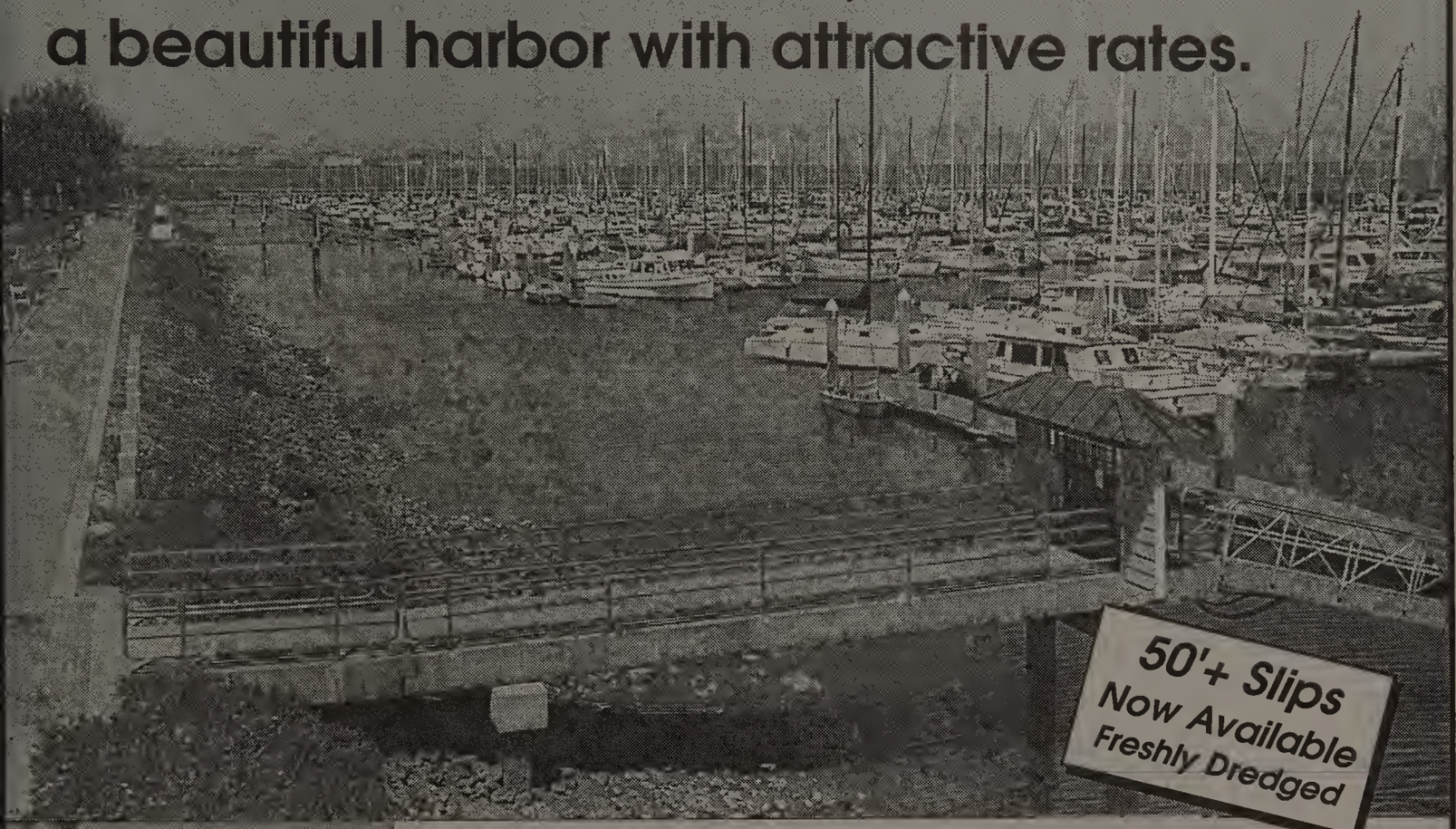
I built my boat without the presence of a wife/girlfriend, so I can't address the relationship issues that are associated with building one's own boat. But I imagine Mr. C is accurate there, anyway.

You'd have to be nuts to undertake a big boatbuilding project without some pretty good reasons. I had two. First, having heard the sound of cracking wood and crunching fiberglass on two separate occasions while inadvertently getting whacked by another boat on the Bay, I wanted something a good deal stronger than the typical production boat before taking on the ocean. Secondly, at 6'6" in height, there were no production boats that allowed me the common comfort of standing belowdecks. So, I built a Roberts' Mauritius 43 ketch out of steel to address both issues.

After completing the boat, I took her on the requisite trip to Mexico, where she performed up to my expectations. While sitting in the cockpit of someone else's boat in Cabo one morning, the topic of who was sailing what boat came up, when somebody announced that my crew and I had arrived aboard a boat that I had built myself. At that point a cute young thing said I must be very proud to have accomplished something like that. To tell you the truth, that concept hadn't even crossed my mind until then. But she was right! I *was* proud, by God, and still am! In my view, anybody with a fat wallet or excellent credit can buy a boat and go, but it takes a whole lot more than that to build one.

In the final analysis, however, both Mr. C and *Latitude's* editorial response to him are correct: For at least nine out of 10 people who ponder the idea of building their own boat, the best

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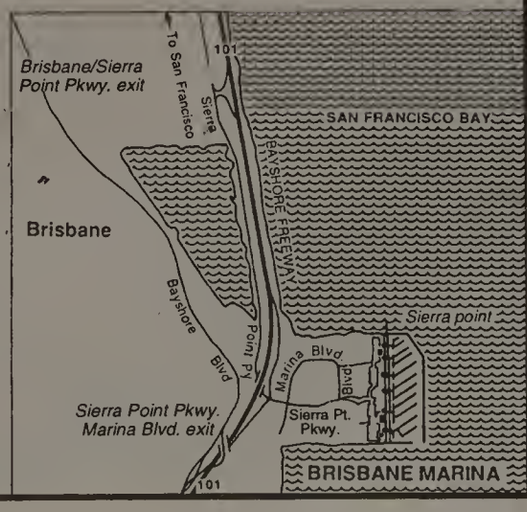
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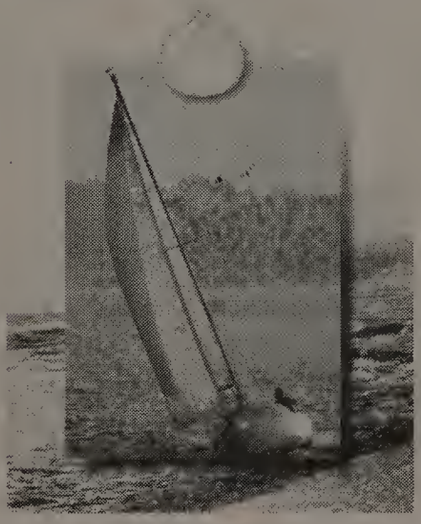
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LETTERS

answer is 'Don't'. But I just wanted to present another view.

Vin Sumerlin
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Vin — We admire anyone who has the skill and perseverance to build their own boat. Congratulations. And thanks for your unique insight into the matter.

⇑⇓PARTS FOR CALS

In the last issue a reader asked for input regarding replacement wood parts for the interior of boats that had been built by Cal — or more properly, Jensen Marine. They have replacement parts for most model and year Cals, so have your year, make and model number ready when ordering. Contact them at *www.stangelohardwoods.com.*

J.R. Dicks
Banana Wind, Cal 25

⇑⇓COLLEGE AT SEA SCHOOL

My name is Captain Sean S. Bercaw, and I read with interest David Hammer's June letter inquiring about 'college at sea' opportunities for his son. I know of a perfect one — SEA (Sea Education Association).

We run the SeaSemester Program, an undergraduate college semester-at-sea program where students study Oceanography, Nautical Science and Maritime Studies. Students spend six weeks on our campus onshore, and six weeks at sea. They earn 17 units of college credit — *and* sea time towards a USCG license/certificate. Our vessels are sailing schoolships, one being a 125-foot staysail schooner, the other a 135-ft brigantine. We are presently building a new vessel in Tacoma, WA.

Please check our web site at *www.seaeducation.org.* If you have any other questions, please feel free to contact me at *sbercaw@sea.edu.*

Sean S. Bercaw
Captain / Nautical Science Faculty
SEA

⇑⇓LOOKING TO VOLUNTEER

I was wondering if you know of any programs in the Bay Area that teach underprivileged kids or adults to sail? I have time on weekends and would like to volunteer my time. I've been sailing the bay for five years and I'm looking for a way to get involved in volunteering.

Mike Rockey
mikenlu@postoffice.pacbell.net

Mike — Great idea! There are plenty of organizations that could use your help. We published your email address so they can contact you.

⇑⇓FUN TO READ AND FULL OF INFORMATION

I've always been involved with the ocean through 20 years of oceanography, but I'm new to sailing. I don't know what took me so long. I just wanted your staff to know that *Latitude* is not only fun to read, but also a *great* source of information — in particular for newcomers like me. I picked it up for the first time while waiting for my sailing instructor for my initial Basic Sailing class a couple of months ago. Now I can't wait until the next issue comes out.

Martin Olivera
No Boat Yet
San Diego

Martin — Check out 'lectronic Latitude, too!

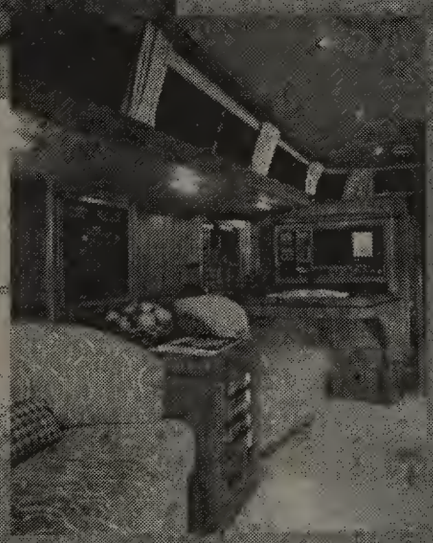
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LOOSE LIPS

Credit where it's due.

In last month's *Coast Watch*, we made mention of the fishing boat *Nita H* that went onto the beach near Moss Landing, and stated incorrectly that her crew were brought ashore by Coast Guard personnel. In fact, all four *Nita H* crew were rescued and brought ashore by Monterey State Lifeguard Supervisor (and peace officer) Eric Landry and Santa Cruz SLS Alex Peabody. Landry was also the arresting officer for the skipper of the fishing boat, who was taken in for boating under the influence. After several attempts, the *Nita H* was finally refloated about two weeks after the grounding by Tim Parker Diving Service.

Just kidding.

In the April 1 issue of *Latitude*, we ran a little April Fool's joke, reporting that the BCDC had approved a luxury home, marina and business development for the west shore of Tiburon, something they would never do.

One of the more interesting responses we got was from Bruce Paris, a Vice President at BC Richard Ellis Development Properties. Saying that he was pretty sure we were joking about the Reeds Port project, he nonetheless thought it was worth mentioning that he is listing a 160-acre marina development site just south of the airport. If any of you want to cash in on the berthing shortage, particularly for all the big new yachts, call Bruce at (650) 577-2933.

The most frantic response we got on the joke was from a Tiburon realtor. Despite her agitation, she was able to explain that she was about to close a deal on a house near the Tiburon development when the potential buyers read in *Latitude* about the huge development. The deal was on hold until we could assure her — and him — that we were just having a little fun.

Hoot man!

You've no doubt seen plastic owls that chandleries sell and people put on their boats to frighten the poop-happy seagulls away? Last Sunday afternoon, we were enjoying the quiet on our boat watching the last rays of the sun touch on Belvedere across the way. A seagull came into view looking for a place to land. He found one on the next finger over — atop the owl somebody had placed on their powerboat to keep seagulls away. He remained on this perch for about five minutes, during which time he twice applied a little 'white out' to the poor owl's head.

Ty and Toni Knudsen!

We haven't forgotten the article on you — it's just been impossible finding space. Where are you?

Plug from beyond.

When the new book *Celestial Navigation, Quick & Easy* arrived at out offices last month, we took a quick breeze through. Unlike most celestial books, it looked well put together and understandable without a degree from MIT. We were just about to relegate it to the stack of new books we typically review in the December issue when we noticed a plug on the back from ... Tom Blackaller? While the quote pertained more to the method of navigation than the book itself, Blackaller has been gone from this veil of tears for more than a decade. Kind of got us to wondering if he's still voting, too.

APB for missing blade.

During a Wednesday Night Beer Can Race out of Richmond Yacht Club at the end of June, my boyfriend David and I capsized his Vanguard 15 far away from the rest of the fleet. After a few unsuccessful attempts to right the dinghy, the mast stuck in

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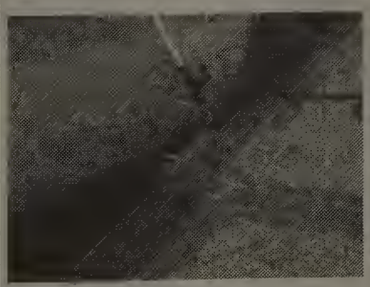
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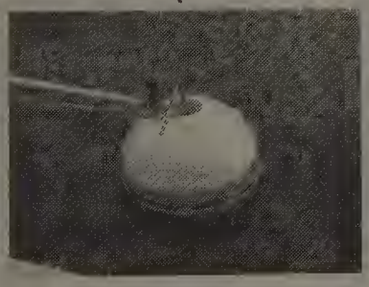
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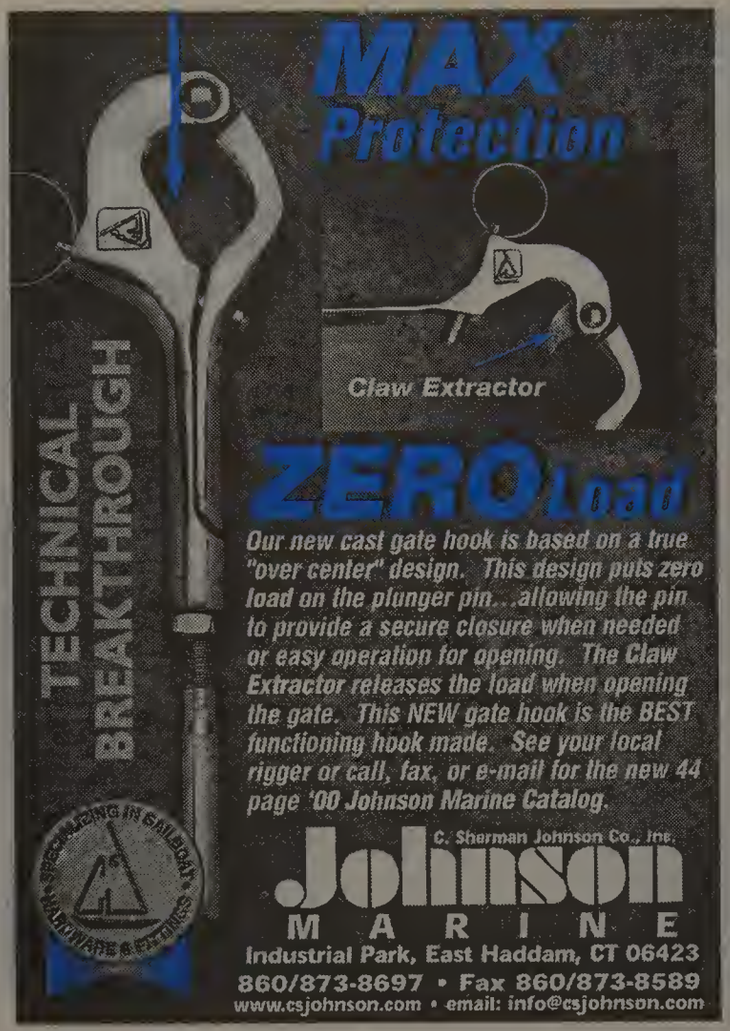
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LOOSE LIPS

the mud and we gave up, crawled onto the hull, and huddled together to await rescue. Shortly after sunset (fortunately it was the Summer Solstice), Max Hightower of Richmond YC came by in his motorboat and picked us up. We'd like to extend our deepest thanks to Max, to R.B. and Judith Ward who helped us warm up shoreside, and to Mikey Murison who went out after dark to search for the turtled Vanguard. Mikey was unable to find the boat, and David called Vessel Assist to retrieve the hull the following day. Going above and beyond the call of friendship, Mikey went out on his windsurfer to search for the rudder and daggerboard, and found the daggerboard on Brooks Island. Unfortunately, the rudder is still lost. We'd appreciate being contacted if anyone comes across it. It's white, with a varnished tiller and blue hiking stick. It will most likely turn up along the shore between the Richmond YC harbor outer breakwater and Richmond Marina Bay or on Brook's Island. David can be reached at (415) 256-9069 or *demarest@jps.net*, and I can be reached at (415) 383-8200 x103 or *chris@latitude38.com*.

— Christine Weaver

Otters up.

A spring census indicates that the otter population between Half Moon Bay and Santa Barabara has increased 11% — to 2,317 animals. (How the USGS people can be sure they're not counting the same otter 5 or 10 times we don't know, but we'll take their word for it.) Nearly driven to extinction last century by hunters, otters have been making a slow but steady comeback. Scientists are guardedly optimistic the upward trend will continue.

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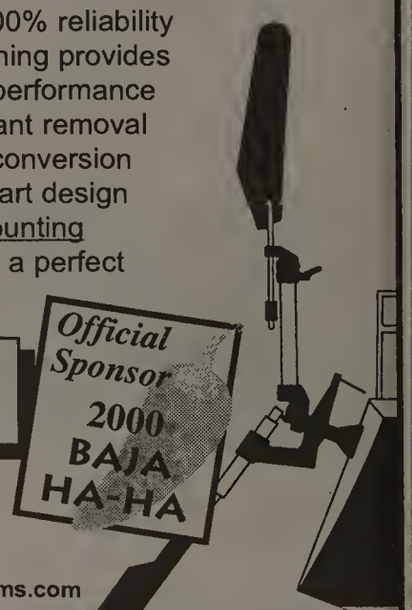
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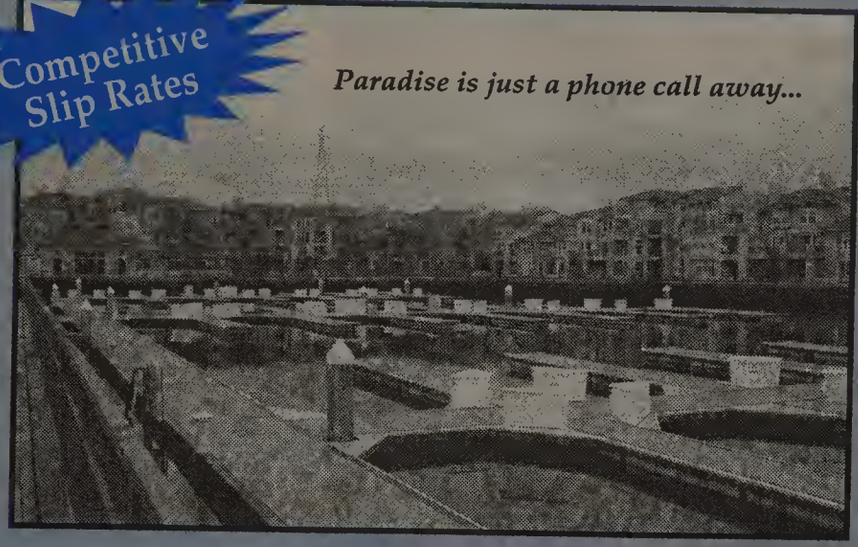
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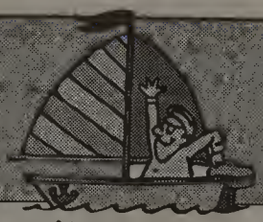
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'lectronic latitude

Operating on the ridiculous assumption that the *Latitude* staff doesn't have enough to do, in early June the Wanderer started publishing *'Lectronic Latitude*, which he hopes will appear on a pretty much daily basis. You access it by going to *www.latitude38.com*, then clicking on the blinking box that appears on the right.

What is *'Lectronic Latitude*? Reader Thornton Reese of the San Pablo-based *Probable Cause* reviewed it this way: "'*Lectronic Latitude* is short, sweet doses of daily sailing porn — almost enough to keep the hands from shaking until the monthly hits the local marine store. Great content, pics and zippy headlines. I particularly liked the June 9th one, *Woman on Top of New Man*, followed by *Woman Still Atop New Man* on June 12. You guys rule!"

Lest anybody get the wrong idea, *'Lectronic Latitude* is one of the few sites on the Internet without any real 'porn'. The 'woman on top' business refers to the fact that young Ellen MacArthur of England led and eventually won the prestigious Europe 1 New Man Star singlehanded race across the Atlantic with her Open 60 *Kingfisher*.

One of the cool things about *'Lectronic Latitude* is that it's easy to post great looking color photos. So if we've photographed your boat on the Bay, it could easily appear in the online newsletter — or whatever the heck it is. Check it out, we think you'll like it. And if you've got any great color shots, send them along and we might well post them.

new girl in town

2000 has so far been a momentous year for Warwick 'Commodore' Tompkins. It began with the completion of his new boat, the Wylie 39 *Flashgirl*, and crescendoed on launch day when, right before the christening, he married fianceé Nancy Potter in a surprise ceremony. Commodore has more fun planned — *Flashgirl* will be among the entries in this month's Pacific Cup — but she'll have to do damn well in that race to top the year so far.

New boats come and go, but *Flashgirl* is something special. What makes her most interesting to us is not the retractable keel or the water ballast — both firsts for the Wylie 39. It is more the philosophy and wisdom that has gone into her construction. Tompkins is one of the most experienced sailors alive, and this boat — his first personal boat in 25 years — is in a sense the distillation of a lifetime of sailing.

'Lifetime' is not an exaggeration. For those who don't know him or of him, Commodore has sailed for nearly all his six decades, starting as a youngster aboard his father's schooner *Wander Bird* (he rounded the Horn at age 4) and culminating at the highest levels of the sport. He has sailed with just about everybody on just about every type of boat from dinghies to maxis. Surprisingly, however, he has owned only a few boats, the largest of which — until now — was the Quarter Tonner *Insatiable* (circa 1975). So when it came time in his life to build a boat he could both cruise and race, Commodore started with two criteria: "It had to be fun and it had to be safe. Everything flows from that."

Ironically, the beginnings of the project came a decade ago when Tompkins suffered a heart attack. Now fully recovered and energetic as ever, he says surviving a life-threatening event changes everything. He realized he didn't want to go back to the intense level of sailing he had been doing at events like SORC and the Big Boat Series. "I also realized that *not* sailing was not an option," he says. As he went through recovery, Tompkins knew it was time to do more of the type of sailing he really liked — basically fast, point-to-point sailing on a boat that was responsive in a wide range of breeze. He also wanted to do more cruising, a 'perk' he had integrated into long deliveries for years. He especially wanted to revisit special places like Aitutaki Atoll in the Cook Islands, and the Austral Island group south of Tahiti — and to see new ones. Perhaps even voyage up the Nile or Amazon Rivers.

Aitutaki alone would require a shoal draft to get over the reef, so a retracting keel was among the first items on the list for the new boat.

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big cat

Grant Dalton is a pretty happy bloke these days. In fact, the whole crew of his maxi catamaran *Club Med* (including co-skipper Bruno Peyron) have reportedly been hospitalized for facial cramps caused by excessive grinning. We'd be in there with them if we'd accomplished what they did early last month: breaking . . . nay, *obliterating*. . . two significant sailing records in a blistering east-west run across the Atlantic.

The first and perhaps most significant



shreds records

mark was set on the third day out of Cadiz, Spain. Between June 11 and 12, the 110-ft catamaran ticked off 625 miles noon-to-noon, an *average* of 26.07 knots. This eclipses the former day's run record of 580 miles set in March of 1999 by Steve Fossett's 105-ft cat *PlayStation* off New Zealand. "It's very satisfying to be the first to get over the 600 miles-in-a-day barrier," said Dalton. Fossett sent congratulations the next day, and announced

continued middle of next sightings page

new girl — cont'd

Another was water ballast, which Commodore had first used while delivering the Open 50 *True Blue* back from the '96 Pacific Cup. Also high on the list were many amenities that one might at first think unimportant for a bachelor. Ever philosophical, Commodore points out the error in that thinking. . . .

"Men and women are designed for each other," he says. "So I knew that a well-balanced tiller, perfectly shaped sails and a responsive hull were not enough. It is unrealistic to expect a woman to forego all the things she has always wanted merely in the interest of excitement." Never mind that there was no specific woman in his life at the time. He knew there would be. That meant designing in a comfortable place to

continued on outside column of next sightings page



Commodore and Nancy the day 'Flashgirl' arrived at the yard. The next day, the boat was in the water and they were in holy wedlock.

KEITH BUSHNELL

new girl — cont'd

socialize, cook, sleep and bathe. It meant hot and cold running water. Attention to layout. Lighting. Every new idea required additional integration, equipment and design. As is his habit, Commodore sketched



LATITUDE/JR

First sail — 'Flashgirl' on the Midnight Moonlight Race.

each concept into a notebook. Wherever possible, he also made a single structure or piece of gear perform two or even three separate functions.

All that remained then was to find a boat that fit the bill. He liked the Tripp 30, but decided it was "too small, too fragile and too athletic." And he refused to surrender to the trap he feels most of the buying public fall into of "accepting an indifferent hull if it has the right interior appointments." Friend Brian Merrill helped narrow the field when he suggested, "Get the biggest boat you can afford." Commodore finally found the right combination of form and function in a boat he had long admired — in all its many forms — the Wylie 39. Tom Wylie drew the original design in 1983, and since then a dozen or so 39s have been built, each from a simple hull and deck and each customized to the owner's taste. They run the gamut from ocean racer, to shorthanded racer, to luxury cruising boat, stripped-out daysailer and even catboat with a single, unstayed rig planted in the foredeck. Commodore contacted Wylie, who drew the plans, his creative mind incorporating all Tompkins' ideas into a comfortable, functional whole. The bright red hull #12, Divinycell-cored in hull and deck, was delivered on January 5, 1993 — and the project began. Commodore gave himself 10 years to complete it.

The first order of business was finding a place he could keep the boat while it was being built, preferably out of the weather. Longtime friend Remo Patri came through with a spot on his property near the city of Sonoma. There, surrounded by vineyards, the two friends poured a slab, erected a shed and put the boat beneath it.

Like all boatbuilding projects, work often progressed more slowly than Commodore would have liked. But it needed to be sandwiched in between his other business, Sailing Yacht Service, in which, among other things, he does deliveries, consulting and outfitting of racing yachts. He was still doing a lot of local racing, too, with a Pacific Cup thrown in every so often.

On Superbowl Sunday, 1996, Commodore, Tom Wylie, Robert Flowerman, Jonathan Livingston (owner of the Wylie 39 *Punk Dolphin*) and some other friends had gathered together — not to watch the game, but to celebrate the life of fellow sailor George Kiskaddon who had passed on 20 years earlier. Among those in attendance at the gathering was Nancy Potter. A relative newcomer to sailing, Nancy was brimming with enthusiasm for the sport, and Flowerman suggested that she should drive up to see Commodore's project at the earliest opportunity, which she did that very evening. There still wasn't a lot of boat there to admire, but the minute Nancy set foot on board she knew her life was about to change. "I had the sensation of being underway, and thought, 'This could be interesting.'" In the months following, she and Tompkins kept in contact and it wasn't long before romance bloomed. By year's end, Commodore and Nancy were inseparable — and have

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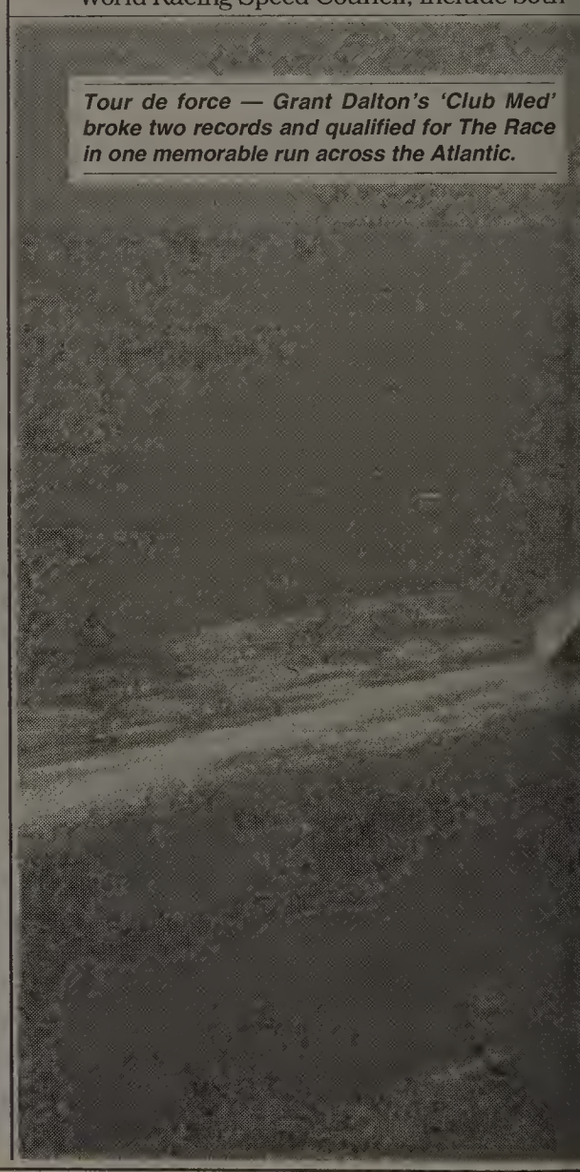
club med

PlayStation would be joining *Club Med* in New York at the end of June for a new attempt at the west-east record.

But that was only part of the story. *Club Med*'s arrival in San Salvador, Bahamas, also broke a 1988 sailing record set by Serge Madec on the 75-ft catamaran *Jet Services V*: 10 days, 14 hours, 43 minutes — an average of 15.3 knots. The new mark bettered the old one by 45 hours.

The run and the records also qualify the new boat — *Club Med* was only launched on May 8 — for a spot in The Race, the end-of-year nonstop 'round the world sprint beginning December 31. She is the third boat to qualify, behind *PlayStation* and the Polish entry *Polpharma-Warta*.

(According to the rules, to qualify, a boat must complete one of five qualification runs within 125% of the best time for that route as of January 1, 1999. The qualification runs, established by the World Racing Speed Council, include both



Tour de force — Grant Dalton's 'Club Med' broke two records and qualified for The Race in one memorable run across the Atlantic.

cont'd

the east-west and west-east Atlantic runs, the TransPac (LA to Honolulu), Yokohama to San Francisco, or the Jules Verne (around the world in 80 days).

Club Med was due to move up to Miami in late June for an attempt at the Miami-New York record. As mentioned, she will then — possibly in company with *PlayStation* — try for the west-east Trans-Atlantic record sometime in July.

In other news of The Race, Pete Goss's wave-piercing catamaran *Team Philips* — which broke apart in moderate conditions on March 29 — is nearing completion of her extensive repair and strengthening in Totnes, England. The 40-foot section of the port bow that broke off the giant, twin-masted 120-ft cat has been reattached and the inside skins of both bows were partially removed to add additional ring frames and longitudinal stringers to prevent it happening again. The boat will go back in the water a ton and a half heavier because of the fix but, says Goss, "Per-

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new girl — cont.

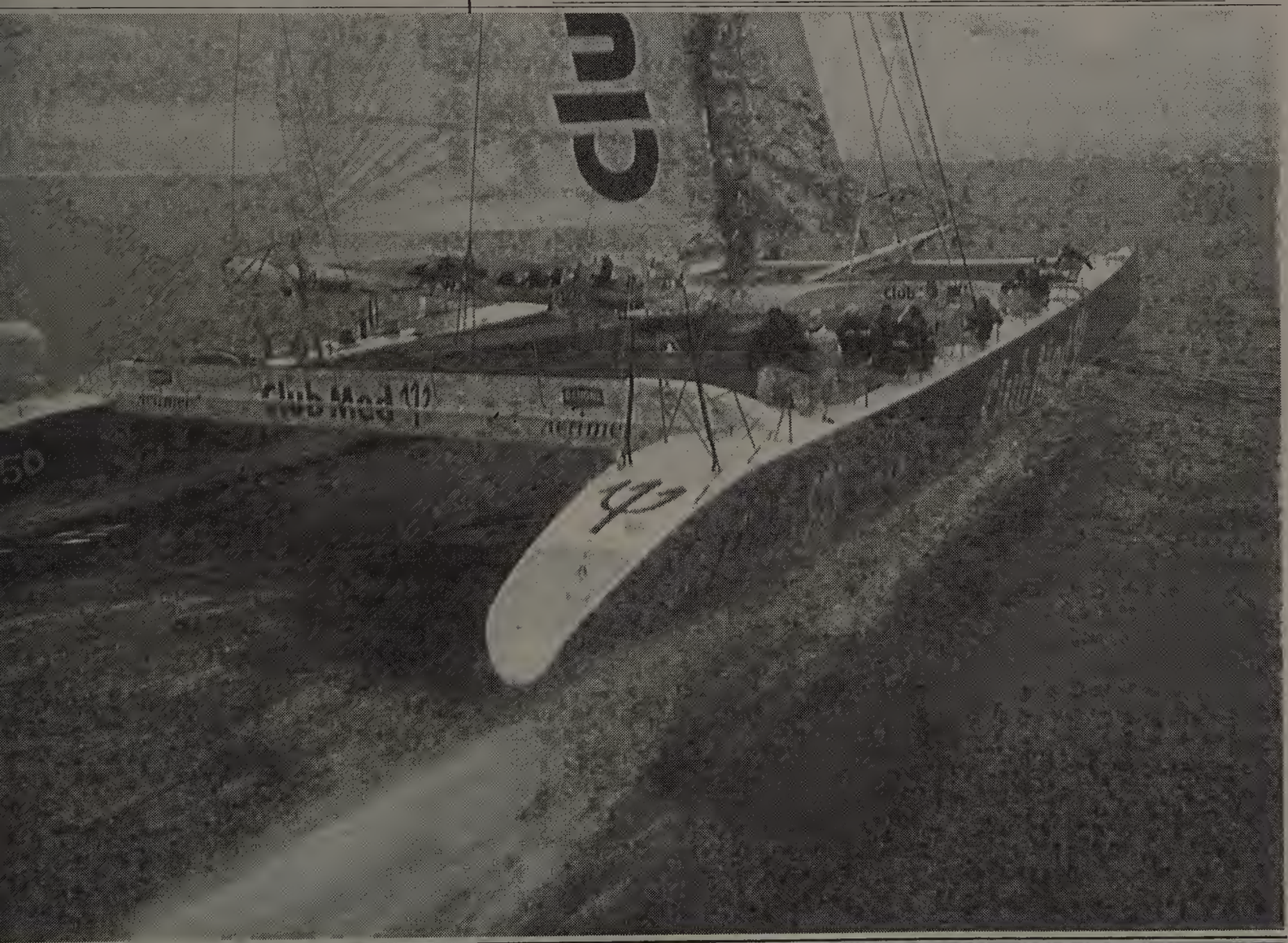
remained so since.

Nancy's involvement gave the project new life. Commodore had designed the boat with a partner in mind, and now that he knew who that partner was, he attacked the project with renewed energy. It wasn't long before things were humming along well ahead of schedule, despite Commodore's insistance that, "I'm not a boatbuilder, and never hope to be." He credits Sausalito boatbuilder Myron Spaulding — "my mentor" — for all the skill and attitude he brought to the project. "I never would have attempted this if it weren't for Myron."

Somewhere along the way, the boat got named. *Flashgirl* comes from an old sea chantey that Commodore says he heard only once a long time ago. "It was about these sailors headed back to Liverpool, looking forward to what they wanted when they finally got ashore. One of the things was 'flashgirls', which are women that hang around a waterfront. They had to be capable and attractive and independent in a society where it was difficult to be independent," says Commodore. "They were survivors."

So are Commodore and Nancy, whose relationship not only survived, but thrived throughout the building process. Invitations for *Flashgirl*'s launch finally went out this April, nearly three years earlier than planned. A big crowd turned out for the festivities at KKMI boatyard on the 22nd, including Myron Spaulding, who is now in his 90s, Albert Harrison, the cook from *Wander Bird* who is now 97, Commodore's childhood friend Ramblin' Jack Elliott, Tom Wylie, Robert Flowerman,

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CLUB MED/ G. PLISSON

new girl — cont'd

Commodore's and Nancy's grown children — along with grandkids, sisters and a veritable who's who of the local sailing fraternity. Just before the christening, Commodore surprised everyone by introducing a minister and announcing that, before the launching, he would now marry Nancy. It was a momentous day all around.

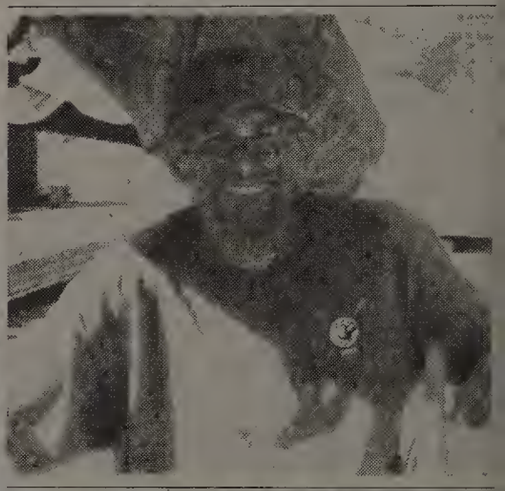
As with all his work, both personal and professional, *Flashgirl* is meticulously detailed, from special rollers at her halyard exit points on the mast to her unique scalloped transom. But, as mentioned, what really sets this Wylie 39 apart from her sisters is the retracting keel and water ballast. When the keel is down, the boat draws 9 feet. Up, she draws just a shade over 5 — perfect for getting through the reef into Aitutaki Atoll again. As for the water ballast, each of *Flashgirl*'s two tanks can hold 1,950 pounds of water — the equivalent of 10 big guys on the rail — plenty of righting moment for those fast passages when just Commodore and Nancy are aboard.

Flashgirl's first official sail came a month after launch when she participated in the Midnight Moonlight Race. Mr. and Mrs. Tompkins also plan to sail in the upcoming Pacific Cup, after which they'll move aboard and start readying the boat for a South Pacific cruise that could begin as early as next spring. After that, who knows?

club med

formance shouldn't be affected."

Meanwhile, over in France, Polish skipper Roman Paszke's 108-ft *Polpharma-Warta* is getting lengthened and modernized. The 85-ft catamaran, formerly Bruno Peyron's *Explorer*, became the first boat to qualify for the race when completing the same Cadiz-San Salvador run within the allowed time back in February — despite dropping her mast two days from the finish and completing the run (at 9-12 knots) under jury rig. Paszke's team will now lengthen the boat to 108 feet for



— cont'd

The Race.

In case you're keeping track, this is only the latest incarnation for this big cat, which started life as none other than *Jet Services V*, the boat whose record *Club Med* just broke and which *still* owns the west-east record.

With The Race only six months away (and counting), we will be featuring updates from now on. In the meantime, you can keep up with developments on the website, *www.therace.org*.



Spread, 'Jzerro' doing about 20 knots across the Bay. (Note the 'park bench' seating.) Above, Steve Callahan. Left, Russell Brown.

polynesian style puddle jumping

What with the 'Pacific Puddle Jump' cruisers' migration to French Polynesia during recent months, and the West Marine Pacific Cup Race to Hawaii this month, a full spectrum of offshore hull types are in the process of voyaging west toward the setting sun. But the most unique sailing craft of them all slipped out the Golden Gate virtually unnoticed last month, bound for Hawaii.

It was *Jzerro*, a 36-ft proa, designed, constructed and skippered by Port Townsend boatbuilder Russell Brown. Easily one of the oddest-looking boats you might ever encounter on the high seas, yet also one of the fastest for its length, *Jzerro* is a 36-ft, double-ended vessel that is stabilized by a single, water-ballasted outrigger to windward. She's an ultramodern adaptation of an age-old concept that allowed ancient Polynesians and Melanesians to blast from island to island centuries before 'enlightened' Europeans mustered up the courage to sail beyond the horizon.

As we've mentioned before in these pages, proas are the 'push-me-pull-yous' of sailboat types, which is to say that each end has a bow — and a rudder — and the boats are designed to sail in either direction. The outrigger side is always the windward side, but technically, port and starboard change with each tack — or 'shunt', as proa sailors say. Over the centuries, Pacific Islanders developed an endless number of variations on the basic idea, particularly in terms of sails and rigging. But all proas, including *Jzerro*, must come to a full stop in order to change direction. Sounds crazy, but the system worked fine for islanders on their inter-island hops, and it will probably work well for Brown on the 2,200-mile blast to Hawaii. We should mention also that for upwind work, proas generally point much higher than cats or trimarans.

Although *Jzerro* is probably capable of speeds in the 25-knot range, Brown and his sailing buddy, Steve Callahan, aren't trying to set any speed records or attract any fanfare. They're just out to have a good romp across the ocean and get away from the modern world.

Equipped only with minimal electronics (by today's overindulgent standards) and spartan accommodations below decks, it goes without saying that making this ambitious passage aboard *Jzerro* will be a spirited adventure. But then, these longtime friends have both been sailing for most of their lives and neither is a stranger to adventure. Russell, who downplays the fact that his father is a famous multihull designer (you figure it out), has built three previous proas and has sailed them extensively offshore on both coasts.

He first made headlines in the yachting press 20 years ago, when he and Mark Blogh sailed his first proa *Jzero* (with one 'r') of *Polygor* to third place in the 350-mile St. Maarten Tradewinds Race, which goes from Virgin Gorda, around St. Croix to Martinique. But the trip down to the Caribbean from the States was the real test. Aboard the little 30-footer — which Brown designed at age 14 and built the following year for $400 — the pair endured a violent storm with winds over 50 knots and seas over 20 feet.

If the name Steve Callahan sounds familiar, it's probably because he is a former Senior Editor of *Cruising World*, but more notably is the bestselling author of *Adrift: 76 Days Lost at Sea*, which recounts his desperate 1,800-mile voyage across the Atlantic in a liferaft after his tiny sloop capsized and sank.

Mind you, Brown and Callahan can do without *that* kind of adventure. And with Russell's innovative water-ballast-to-windward design, they shouldn't have to fret too much about capsizing. On her inaugural southbound run, *Jzerro* proved her tenacity when she withstood a nasty storm off Oregon's notorious Cape Mendocino that saw rollicking seas and 50-knot winds for a full day and night. "It was *not* fun," says Brown with a smile, but it gave him a lot of confidence in his unique, cold-molded boat. Fellow Pacific Northwest designer/builder Paul Bieker shared the wild ride.

While proas were a mainstay of transportation for Pacific Islanders eons before Captain Cook's crew made sketches of them, the concept

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proa — cont.

has never gained widespread acceptance in North America or Europe. Yet contemporary 'proa-philes' are quick to point out that the concept has long had cult followings among racing yachtsmen and designers, including such luminaries as L. Francis and Nat Herreshoff, who became fascinated by their capacity for speed, given their minimal construction cost.

Before Russell Brown, the most notable proponent was renowned mulithull innovator Dick Newick. Skippered by Tom Follett, Newick's boat, *Cheers*, took third place in the 1968 OSTAR (Observer's Singlehanded Trans-Atlantic Race), beaten only by two monohulls that were over 50 feet. *Cheers* was a variation dubbed an 'Atlantic Proa', indicating that her stabilizing ama was to leeward.

Jzerro is Brown's fourth proa, and while he is fascinated by them as a hobby, he stops well short of encouraging others to follow his lead. "In a lot of ways," he confided the day before his departure, "I think these boats are completely ridiculous!" So don't look for Beneteau, Catalina or even Privilege to come out with a line of production proas any time soon. In the mainstream yachting world, the concept is sure to remain in the realm of the esoteric — and that suits guys like Brown and Callahan just fine.

poetry

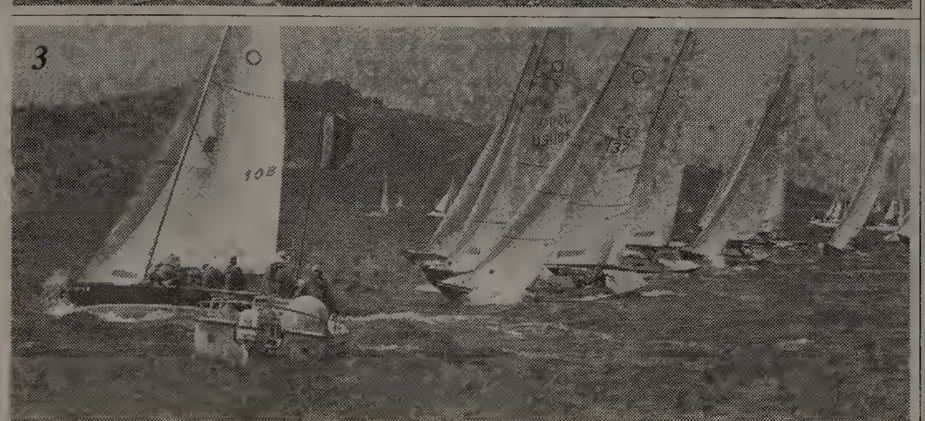
Port-tack starts aren't for the faint of heart, especially in a fleet as competitive as the local Knarrs. But Bill Kreysler, sailing *Murano* (#108 in the photos below) timed it perfectly in the second race of the June 17's StFYC Woodies Invitational.

As we watched the start develop, it didn't look good for Kresler and crew. In fact, it looked like the nautical equivalent of George Custer charging singlehandedly into the arrows of the whole Sioux nation. Chuckling at his folly — and secretly hoping for a shot of masts ripping out, splinters flying, blood spilling and all the other components of great maritime photography — we started clicking photos. Incredibly, as you can see, *Murano* pulled off the maneuver so perfectly that it was even better than blood and splinters.

We'd love to tell you *Murano* went on to kick butt and win. But they didn't. They









in motion

finished in the middle of the 23-boat fleet.

The blue-hulled *Murano* is one of the prettiest boats in the Knarr fleet. Regular readers may recall that she wasn't always so. Bill agreed to buy the dilapidated boat in 1995 with one provision: if the then-owner could get it to Kreysler's dock on the Petaluma River, he had a deal. This might not sound too tough until you realize the boat (then named *Thumper*) had large holes in the deck and had sunk at its slip — twice.

Make it he did, and the ensuing restoration was one of the more thorough we've seen. Bill's got a ways to go before he threatens the leaders in this tough class, but he's definitely happy the old *Thumper* made it that day. "The Knarrs have kept the Corinthian spirit alive. Sailing in that fleet is really fun, the way I remember it being as a kid."

after all these years

Think of them as long lost twins. Between the years 1968 and 1977, *Swan* and *Halcyon*, two 42-foot Garden Porpoise ketches, were painstakingly constructed of wood. The boats were started at Levi Plaza near the ferry building, but as the city got more congested, they had to be finished near The Ramp, which is down past China Basin.

After the two boats were competed, Kellogg and Diana Fleming took off around the world aboard *Swan*, the boat that Kellogg had built. Although relatively novice sailors, the couple enjoyed more than a dozen years of sailing the superbly built boat around the globe. Meanwhile, *Halcyon* had stayed pretty much close to home.

After the Flemings returned to San Francisco Bay in the early '90s, they sold her. She's had three owners since, and has stayed local. But it was right about the time that the Flemings sold *Swan* that Jeff and Janet van Klompenburg, a Mill Valley couple in their early 30s, bought *Halcyon*. They subsequently spent 7 1/2 years sailing her around the world.

Having completed their circumnavigation in La Paz, Mexico, the von Klompenburgs decided to have *Halcyon* trucked back to the Bay Area. So in late May, the truck dropped *Halcyon* off at Svendsens Boat Yard in Alameda, where she was put on the hard — right next to *Swan*! So

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all these years — cont'd

after being raised side-by-side for nine years in San Francisco, then being separated for 23 years while each did a circumnavigation, they are at least temporarily back together again — as you can see from the accompanying photo. The van Klompenburgs and Bob and Nancy Haussler — who purchased *Swan* three years ago — thought it was quite a coincidence. And so do we.

Having met the van Klomenburgs in Tonga about five years ago, we quizzed them on their circumnavigation. They explained they had spent about two years in the South Pacific, a year in the Indian Ocean, two years in the Eastern Med, one year in the main part of the Med, and spent the last year sailing home from Barcelona, Spain. "We loved the trip," they say. "We planned on five years, but stayed out 2 1/2 years longer — which meant we started to run a little low on money. But it was really a great experience, a great accomplishment, and we're glad we did it at the age we did."

They admit that owning a wood boat requires lots of work. "It meant we had to spend two to three months a year just maintaining the boat, which is another reason why we took so long. But we enjoyed that part of it, too. And the fact that we travelled slower and stayed longer meant that we got to met some really great people that we otherwise wouldn't have. But only about 10% of the boats out cruising are wood."

Now that the couple has done a circumnavigation, we wondered if they felt they were much better sailors. "We were just average sailors when we started, and we're just average sailors now," said Jeff. "The difference is that when we started, ignorance was bliss. As we went along, things happened — such as our missing the Queen's Birthday Storm by just three days — so we became more knowledgable and more prudent. The further we got into the trip, the more confident we became."

So how many bouts of really bad weather did they have? "None, really," said Janet. "A couple of times we had 40-knots, but that's really not that bad." Jeff remembers the Indian Ocean sailing as being the best, as it was "flat, steady and comfortable." Janet preferred the Atlantic crossing. "It was rougher, but faster — which for us meant we averaged six knots." Jeff found the Atlantic crossing a little rougher than he prefers. "It was always blowing about 25 knots, so we couldn't prepare or eat normal meals, and we snapped the pole."

"What we liked most about the circumnavigation," says Janet, "was the travel and discovery. Sailing is a nice way to travel, because you always have your home with you and you can get to visit unique places, But frankly, we've never been the most gung-ho sailors in the world. The sailing was always a means for travel and adventure." Off the top of their heads, the couple believe the trip cost them about $15,000 a year. Since they only returned home once in the 7 1/2 years — something that had their families wondering if they would *ever* come home — they didn't spend much on airfares.

Jeff and Janet agreed that the South Pacific was their favorite. "Fiji, Vanuatu — in fact, everything from the Marquesas to Australia was like living a dream." Because of the history and culture, the Med was their second favorite.

Jeff and Janet will be living aboard in Alameda for the next month or two while they look for jobs. Having only been home for a week, they're not certain what they want to do. They plan to spend a year or so getting *Halcyon* just right before putting her on the market. As for *Swan*, Bob and Nancy are getting her ready to go cruising in a year or two.

catnip cup

When it comes to deliberately disorganized sailing events, few could compete with the First — and Possibly Annual — Catnip Cup, which took the cruising catamaran fleet from the Golden Gate to Vallejo on June 10, and back the following day. A surprisingly large number of cats — and even one or two trimarans — participated. There was no

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over

Steve Douglas and Janet Frankel were racing in Island YC's Friday Night Series on June 16 when they saw a singlehander fall off his boat. While Steve and his Catalina 22, *My Tahoe*, crew rushed to pull the skipper out of the water, Janet and the crew on her Newport 30 *Hobbit* took off in pursuit of the fellow's Santana 22, which was proceeding on course up the Estuary. When she caught it, she rendezvoused with *My Tahoe* and the skipper was reunited with hisboat. Af-



the top

ter many thank yous and handshakes, the much soggier sailor continued on his merry way.

IYC recognized that these recoveries were accomplished speedily, in a seamanlike manner, and in the best traditions of the sea. Thanks went out to Steve, Janet and their crews. (The name of the Santana and skipper has been intentionally omitted to avoid embarrassment as this happened in flat water with light winds.)

— dan laramie

catnip cup — cont'd

formal entry list, but we have the names of at least 20 participants — and there were probably another two or three.

The smallest of the boats was *Beamy Reacher*, Tom and Ginny Dost's Warrior 29 from the Oakland Estuary. They reported they hadn't sailed their cat since they flipped her in a Richmond YC race 15 years ago — and were invited not to do any more of the club's races. The largest two boats were *Latitude's* Surfin' 63 *Profligate*, and Volker and Mai Dolich's luxurious Marqueses 56 *La Dolce Vita.*

Although encouraged to motor anytime the wind went light, the fleet nonetheless relentlessly sailed in the gentle breezes against a pow

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LATITUDE/RICHARD

catnip cup — cont'd

erful ebb. Most sailed through the river in Raccoon Straits, but a few took the long way around Angel Island looking for more wind and hotter gybing angles. Since the boats were encouraged to start anytime and motor at will, there were no losers. Everyone who competed was a winner.

Ken, the Harbormaster at the Vallejo Marina, and his staff welcomed the fleet with open arms. All the women were presented with flowers and each boat got a bit of red carpet. Despite the rather shallow water at the marina entrance and the low tide, only *Profligate* got stuck in the mud, but not for too long. After the sailing, everybody opened their boats up for inspection and socializing.

Apparently a lot of folks were busy on Sunday, because most of the fleet motored back early. Those who hung around were treated to a

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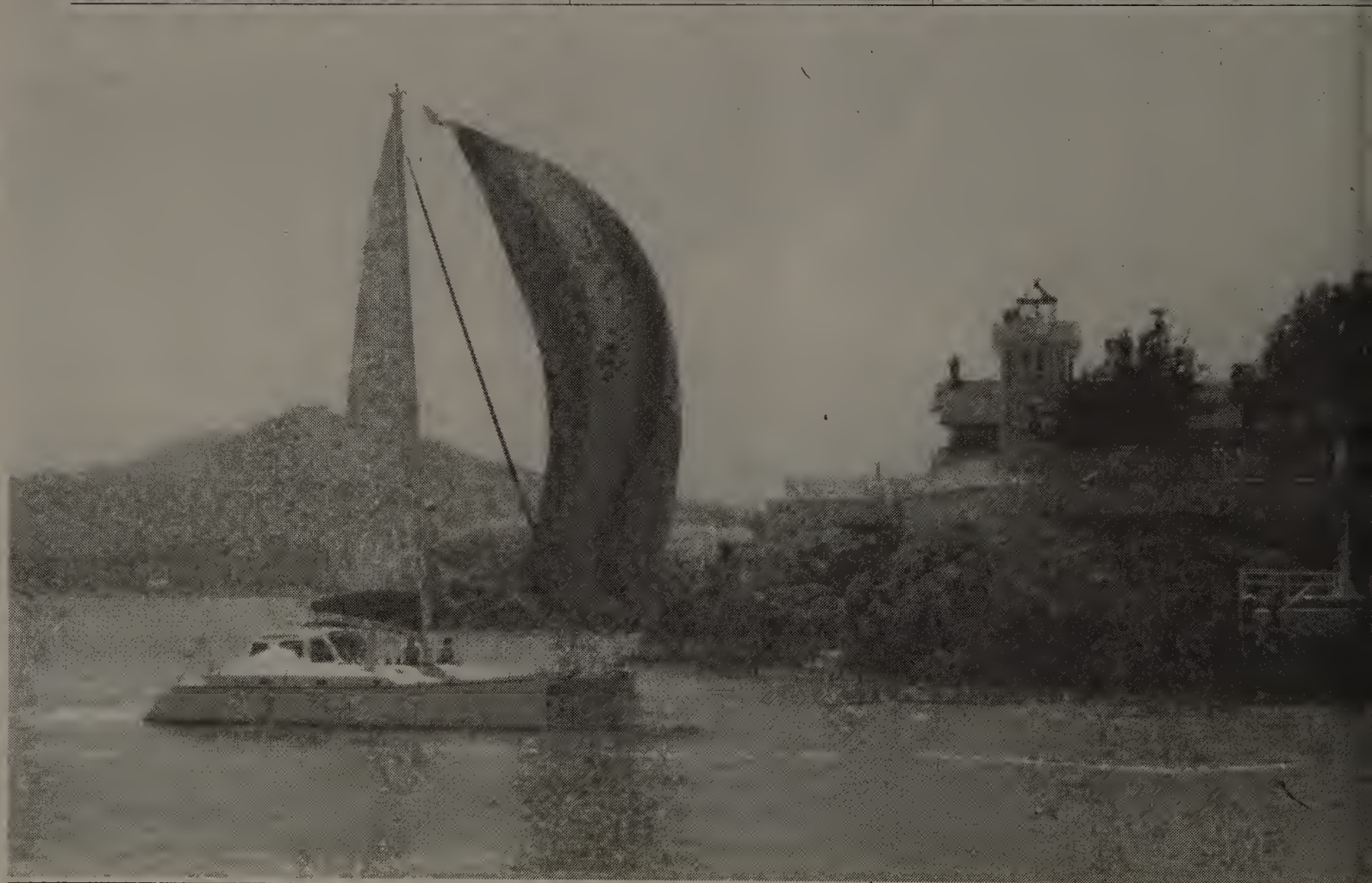
We have sailed our 51-ft Beneteau extensively since buying her back in 1993. We sailed TransPac in '95, cruised to Mexico in '98 and have sailed back and forth from Southern California many times. I never thought that a sail on the Bay on a beautiful sunny Sunday in June would result in a potentially life-threatening situation.

My wife Susan and I declared it 'kids day' on the boat and each of our three kids (Elizabeth, 13, Anastasia, 12 and George, 9) got to invite three of their friends for the sail. We left our slip in Pier









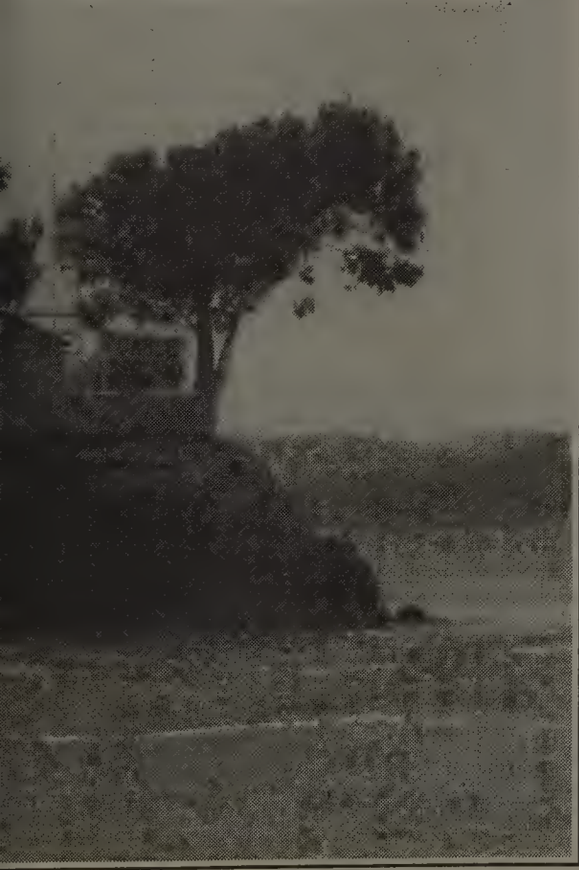
trip

39, tacked out against the tide under the Golden Gate and then turned for a spectacular wing-and-wing run along the Cityfront. Although it was a constant struggle to keep the kids from blowing out the stereo speakers with way-too-loud Britney Spears, having 12 kids and our dog aboard was fun. The wind was blowing 20 knots, the sky was blue and life was good.

After the kids had eaten everything on the boat and another perfect day of sailing drew to a close, I relinquished the helm

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ALL PHOTOS LATITUDE/RICHARD

Herding cats: the first annual Catnip Cup was a lovely, mellow and very loosely organized event — just the way we like them.

catnip cup — cont'd

lovely light air beat back to the Bay.

Although it was an understated event, we think most people had fun, as most expressed interest in doing it again in the fall or next spring. The following boats participated:

boat	*type*	*owners*	*homeport*
Beamy Reacher	Warrior 29	Tom & Ginni Dost	Oakland Estuary
Second Nature	Gemini 31	Unknown	Unknown
Cat's Pause	PDQ 32	Bob & Cathy Cliff	Emeryville
Laminar Flow	PDQ 32	John Bruner & family	Richmond
Seawind 1000	Seawind 1000	Gary Helms	Alameda
Nauticat	Gemini 105	Mary Swift	J. London Aqua Center
Only Four	Lagoon 35	Mike & Pat Favier	Pier 39
Angel	Tobago 35	Colin MacLane	Richmond
Cat- A- Tonic	Polycon 37	Allan & Lynn Miller	Vallejo
Crocodile Rock	Granger 38	R. Brooker & G. Spencer	On The Move
Papillon	Catana 381	Steve & Sharon Merrill	Vallejo
Apparition	Custom 39	Stan Schilz and Sandy	Sausalito
Callisto	Venezia 42	Marc Roth	Emeryville
Cat Ballou	Catana 42	C. & E. Longenecker	Sacramento
Mango Mi	Atlantic 42	Michael and Joyce French	Colorado
Capricorn Cat	Custom 46	Blair and Joan Grinols	Vallejo
La Dolce Vita	Marqueses 56	Volker & Mai Dolich	Sausalito
Profligate	Surfin '63	Latitude 38	Sausalito
Full House	Unknown Cat	Unknown	Unknown
Milonga	Unknown Tri	Unknown	Unknown

There were other cats that had hoped to participate but were unable to make it for one reason or another. These included Chris and Carol Noe's Gemini 105 *Sapphire*; Barry (somebody)'s MacGregor 36 cat *Bare's Cat* from Quincy; the Lagoon 38 *Sanctuary*; the Lagoon 410 *Bebe L'Amour*; Peter Lange's Lagoon 37 *Adia*, still on her way back from Mexico; Gary and Carolyn Yeakle's not quite finished 52-ft Horstmann cat on the Sacramento River; and Dean Daniels and Chris Kingery of the Catana 43 *Thanks Larry!*, who are in Hawaii bringing their boat home from the factory in France. We know there are others.

Due to a lack of space, we're publishing just a few photos in these pages. However, there's a whole gallery of Catnip Cup color shots published in the June 30 edition of *'Lectronic Latitude* which can be accessed via *www.latitude38.com.*

ha-ha update

"If anyone is looking for motivation to fill out and return their Baja Ha-Ha VII entry forms," says the Grand Poobah, "we've got it. Randy and Tim of Cabo Isle Marina in Cabo San Lucas report that they will be assigning berths in the order that boats of that size range signed up for the Ha-Ha. In other words, if you're the first in a size range to sign up, you're first in line for any available berth. If you're one of the last to sign up, you can pretty much count on being one of those that have to anchor out."

For those new to west coast sailing, the Baja Ha-Ha is the 750-mile cruiser's rally from San Diego to Cabo San Lucas with stops at Turtle Bay and Bahia Santa Maria. Because it's a cruising rally, safety and friendship come first; competition runs a distant second. Most participants say the best thing about the Ha-Ha is that you can't help but make lots of cruising friends. The kick-off party in San Diego is on October 29, the start is October 31. The Grand Poobah has ordered a nearly full moon for your cruising enjoyment on the last couple of nights as well as for the beach party in Cabo.

The Ha-Ha is pleased to announced that GlobalStar has come aboard as a new sponsor. They offer a combination cell and satellite phone that currently can be used up to about 250 miles offshore, and throughout Mexico and Central America. Because a different technology is used, the reliability and sound quality are superior to the now defunct

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ha-ha — cont'd

Iridium system. The Poobah reports that the Globalstar supplied phone — which also accepts text — will be the means for getting weather reports from Commanders' Weather and for communications in case of emergencies. A special offer for Ha-Ha entrants on all Globalstar phones is enclosed in each entry packet.

What kinds of boats are signing up for the Ha-Ha? The first five are a Swan 44, Catalina 42, Maple Leaf 42, Force 50 and a Beneteau First 37. A typical Ha-Ha mix if there ever was one. For the most current list of paid-up entries, see *'Electronic Latitude* via *www.latitude38.com.*

A few folks have concerns about finding berth space for their boats in San Diego just prior to the start of the Ha-Ha, as they haven't had any luck making reservations. Folks, the sad truth is that finding a liveaboard berth in San Diego — or anywhere in Southern California

continued on outside column of next sightings page

head trip

and furled the jib. I then moved to the forward part of the cockpit, getting ready to center the traveler before we turned into the wind and dropped the main. That's when it happened: The wind got behind the main and threw it across the boat so fast I never saw it coming. It hit me square on the left side of my face, picked me up off my feet and threw me back into the cockpit.

I ended up with a lightly broken nose and six stitches over my left eye, but I consider myself lucky. If I had been leaning a little more to the left, or had my feet



"Starboard!" — the Atkin ketch 'Farida' prepares to cross behind 'Hawaiian Chieftain' during the annual Master Mariners Regatta. For more on the regatta, see the article immediately following 'Sightings.' For more cool photos of this and other events, check out the new 'Lectronic Latitude' at www.latitude38.com.

— cont'd

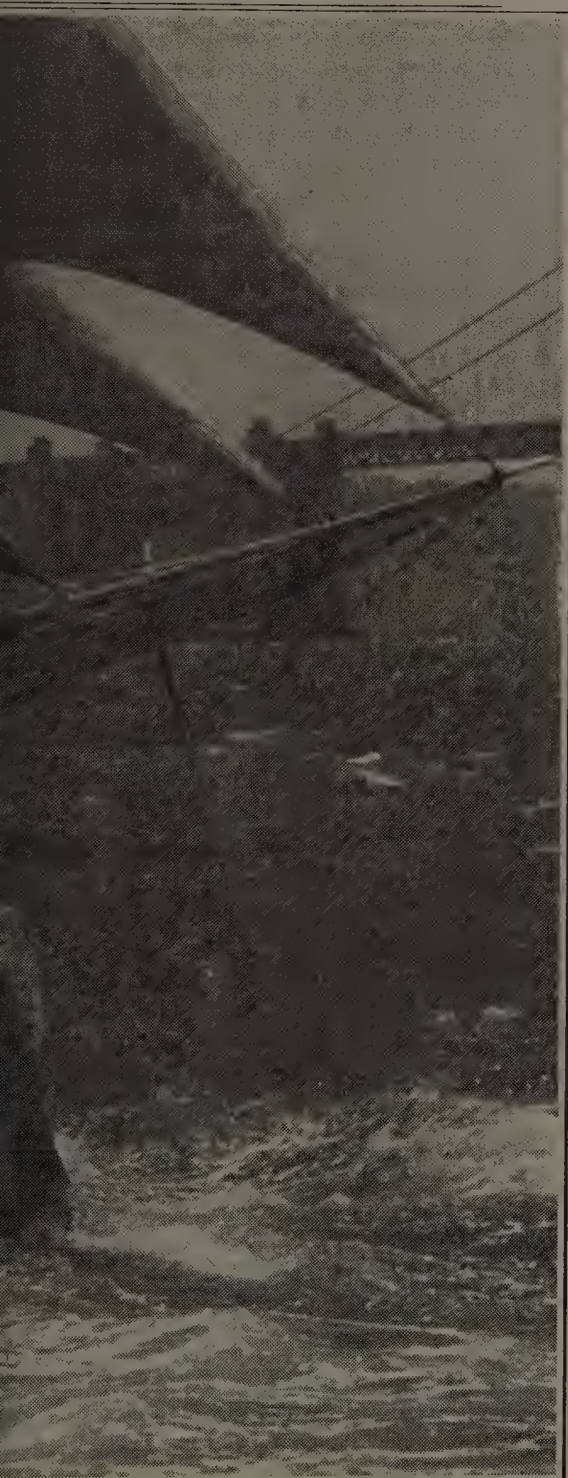
planted more firmly, I could have been killed. And the luckiest part of all: thank goodness I had taken the blow and not one of the kids.

While I don't have any great insights as a result of this incident, I did re-learn a few lessons the hard way.

• The helmsperson should always pay attention to driving, especially downwind and where there are lots of distractions.

• Make sure the entire crew knows not to put any part of their body in the plane

continued middle of next sightings page



ha-ha — cont'd

— is about as easy as finding a parking space in San Francisco. But there are ways to deal with it, as a month before last year's Ha-Ha there were only four open slips in all of San Diego — and the Ha-Ha still had 126 starters. As with finding a parking space in San Francisco, you have to be a little clever and understand why harbormasters won't make slip reservations. We'll clue you in next month.

Meanwhile, if you want an entry packet, send $15 and a 9x12 self-addressed envelope to Baja Ha-Ha, Inc., 21 Apollo Road, Tiburon CA, 94920. The entry fee is $169, which includes about $50 worth of gear, a free kick-off meal, some free beer, as well as discounts on berthing and marine gear. It's actually worth it to sign up even if you're not going! All entry forms and checks must be received by September 10 or else. Or else what? Or else the Poobah introduces you to the Mexican concept of *mordida*.

sailing for sallies

Sailing, it must be recognized, is a man's endeavor. One need only gaze at the bare-breasted sirens that grace the bows of most tallships to confirm a long and cherished history of sailing's masculinity. Who but men would think up terminology like wet lockers and whisker poles? Who else would invent things called spreaders, snatch blocks and cockpits? It's a man's pursuit, and the wenches who dare to question that fact may well be labeled mutineers and made to walk the plank.

As a she sailor, I know the perils of which I write. My husband Neil and I live aboard *Tranquilo*, our 1963 Pearson Vanguard sloop, in the Santa Cruz Harbor. Together we have the singular, grand aspiration of beginning a two-year voyage on *Tranquilo* in October, 2000, and there are only two things standing in our way: He's a man, I'm a woman.

Ten years ago, I spent a season crewing on large luxury yachts in the Caribbean. The experience didn't translate well to handling a 33-footer on the blustery Pacific. It took two years of exasperating daysails before either one of us would admit I needed lessons — and Neil couldn't teach me. Most of Neil's sailing experience was gleaned as crew on a race boat in San Francisco and Monterey Bays, where winds often exceed 25 knots, skippers down a few beers before leaving the dock, and sailing wisdom is imparted through shrieks, bellows and insults. Most everything I know I learned in a classroom from instructors who offered encouragement in hushed, respectful tones. I wasn't prepared for Neil's yelling — "I'm not yelling!" — or raising his voice. "You can't hear me over the wind unless I raise my voice!"

On a good day, I could chalk it up to our different learning styles. On an overcast day with squalls on the horizon, I was ready to jump ship. It was just such a gloomy day, in the midst of yet again contemplating couples counseling, that I noticed a humble little flyer at the end of our dock announcing instruction by Krista Lighthall — sailing for a woman, by a woman.

The phone conversation went something like this:

Me: "My husband and I want to go cruising..."

Krista: "And you need to develop confidence at the helm, right?"

"He's tried to teach me..."

"But somebody always ends up screaming and somebody ends up in tears, right?"

Wow. A woman skipper and a psychic, too.

Krista Lighthall's been a licensed skipper since 1984 and according to her website (*www.lighthallcharters.com*) she's successfully taught hundreds of people the pleasures of sailing. She's athletic and youthful, sporting a great tan and well developed biceps. Her appearance belies her vast experience as a sailor, and it was easy to feel relaxed around her.

My fellow classmates aboard *Navé Navé*, Krista's Catalina 36, were all 40-something women from three distinct walks of life. Nancy hadn't been sailing in 15 years, since the days she and her ex (emphasis on ex) sailed a Hobie 16 catamaran together. Shirley was brand new to

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sallies — cont'd

boating, and Deb and her husband recently purchased a Catalina 30 named (aptly) *DebonAir*.

At 33, I was the youngest student, and my goal to cruise to Latin America and beyond was quite apart from theirs of day sailing. We had a couple of things in common, though, and the main thing was fear. Not just ordinary, run-of-the-mill fear of the elements, or even the slightly more specific fear of the deep blue sea, but explicit, paralyzing fear, like fear of our partners falling overboard, and not being able to retrieve them if they did. Another thing we had in common was a distaste for being yelled at.



Krista Lighthall.

The yell factor was Krista's number one reason for starting a women's sailing class. "One day I just told myself it didn't have to be like that," she said, referring to the discouraging bedlam that seems so prevalent when women sail with men. In 1996 she started her own business, teaching co-ed as well as all-women's classes. Krista's experience has taught her that women simply learn differently than men, and so she concentrates on catering to her students' particular learning styles.

In 13 hours of lessons, Krista never raised her voice, not even when we sailed out past Mile Buoy into winds that whipped around our heads like a frigid blow-dryer and caused the boat to heel to port — way to port. Attempting to mask my alarm with intellectual curiosity, I asked, "Do you have a wind meter? What speed is the wind blowing?"

She smiled. "Yeah, I got a wind meter." She licked her finger, stuck her hand up in the air and squinted. "About 22-25 knots."

Deb was at the helm, wearing a look of terror that mirrored my feelings perfectly. "How's everybody doing?" Krista asked.

We looked at each other. Silence.

Now I don't know about my fellow crew, but I'd been trained in the school of hard knocks to never admit to fear on the water. It was irrational — "The boat's not going to tip over!" Neil would yell. "There's 5,000 pounds of lead ballast in the keel! It's gonna take more than this little breeze to knock us down!"

It didn't matter how many times he mentioned those 5,000 pounds, when the boat heeled over so far that the toe rail touched the water, a 48-degree chill ran up my spine that left me gripping the cockpit coaming with knuckles the color of whitecaps.

"Everybody okay?" Krista asked again.

Then Deb admitted softly, "I'm not. . . uh . . . exactly. . . um . . . comfortable right now."

A chorus chimed from the cockpit, "Me neither!"

"Well," Krista said simply, "you can always head up a little if you're uncomfortable." We blinked our inexperience in unison.

We cringed. We anticipated her disgust. Instead she just shrugged and smiled. "When in doubt, sheet it out." With one hand, she uncleated the mainsheet and spilled a little wind. The change in Deb's expression informed us the boat was instantly easier to steer. *Navé Navé* also heeled over less, and that meant the rest of us didn't have to clutch the high side quite so dutifully.

Krista managed to be a calm and comforting instructor without coddling us. She'd go over information with us until she was certain we'd gotten it, using colorful metaphors that seemed tailored to each of our personalities. When she was reasonably assured we were going to retain the terminology or technique, she'd say, "Okay, crumple that up and throw it in the trash. It'll come back to you later when you're sailing." She discouraged overthinking, promising that too much con-

continued on outside column of next sightings page

head trip

of the boom.

• If you have to work in the path of the boom, make sure you are aware of what the helmsman is doing and can get out of harm's way as quickly as possible.

• Accidents happen even in perfect conditions and even to relatively experienced sailors — so have a medical kit aboard and know how to use it.

coast

Here are Coast Guard Group San Francisco's significant search and rescue cases that occurred between mid-May and Mid- June, 2000:

We responded to 14 uncorrelated mayday calls, resulting in 2 boat and 3 helicopter sorties along with 2 or more hours of urgent marine radio broadcasts and 5 or more man-hours of operations center effort for each case.

June 2 — At 4:50 p.m, the 51-ft fishing vessel (F/V) *Blue Eagle* called us on channel 16 to report that a crewman's leg had been severed while he was working in the vessel's shaft alley. We immediately launched Station Golden Gate's 47-ft motor lifeboat (MLB) and an H-65 Dolphin helicopter from Air Station San Francisco. Arriving on-scene at 5:30, the helicopter lowered its rescue swimmer to *Blue Eagle*. The swimmer stabilized the victim and prepared him for transport. The helo had both swimmer and victim aboard by 6:10, and delivered the victim to awaiting medical crews at Stanford Medical Center's heliport by 6:30. The *Blue Eagle*'s master handled the emergency extremely well, using effective first aid and quickly summoning Coast Guard help. When the MLB arrived on-scene a few minutes after the helicopter's departure, they found the Master understandably distraught, and escorted *Blue Eagle* to Half Moon Bay to ensure its safe return. Because of the massive trauma suffered in the accident, Stanford Medical Center was unable to save the crewman's leg. Marine Safety Office San Francisco Bay is investigating the cause of the accident.

Note that all Coast Guard helicopter rescue swimmers are also fully-qualified emergency medical technicians. This case certainly put that training to the test.

June 14 — The Contra Costa County Sheriff's Dispatcher called at 7:20 p.m. to request assistance for a 6-year-old girl in the water in Discovery Bay. Station Rio Vista's 24-ft utility boat (UTB) responded,

cont'd

I hope this incident serves as a reminder to boaters to keep the basics of boating safety in mind, even on beautiful sunny days when it's easy to get distracted. Ironically, I'll bet the accident would never have happened if it were blowing 35 knots and we were flying our shy kite down the Molokai Channel!

— *george bailey*, daddaboat

watch

joining the Bethel Island Fire Department boat and the Contra Costa Marine Patrol. They were later joined in the search by the Contra Coast Sheriff's Dive Team. The intensive search was suspended at 12:55 a.m. The next morning, Dive Team members, aided by the Rio Vista crew, resumed the search, locating the girl's body in 10 feet of water.

This tragic chain of events began when two adults and three children were underway in a 19-ft runabout, towing a jet ski on a 12-ft line. The three kids, none of whom were wearing lifejackets, were all on the boat's swim platform. The victim stood to put on a lifejacket, fell over the side, and was run over by the jet ski.

June 17 — A Station San Francisco 41-ft UTB on patrol in the San Bruno Channel observed a 21-ft pleasure craft operating erratically. The owner appeared disoriented. With the owner's permission, one of the UTB's crew boarded the boat and assisted in returning the boat to San Leandro Marina. The UTB crew then administered field sobriety tests, with the boat's operator failing six of eight. A subsequent breathalyzer test showed him to have a 0.184% blood alcohol content — over twice the legal limit. The UTB crew transferred the person to the custody of the San Leandro Police Department.

I include this case as a reminder — with summer upon us, we're increasingly vigilant for people boating while intoxicated (BWI). Taking advantage of a California law passed in 1997, we typically turn BWI cases over to local authorities for prosecution. California BWI convictions are counted against the person's driving record.

June 19 — At 8:10 a.m., Coast Guard Vessel Traffic Service (VTS) San Francisco called us to report a 25-ft pleasure craft had cut in front of a container ship that was transiting the inbound traffic lane toward the Port of Oakland, just north of

continued middle of next sightings page

sallies — cont'd

temptation wouldn't do us any good. "Men like to overanalyze sailing," Krista said lightly. "We should just let them."

The rest of the day we absorbed all sorts of skills. We each took several turns at the helm, gradually increasing our aptitude, confidence and ability to assess when to fall off and when to head up. We piloted the boat on all the points of sail, practiced tacking and jibing (and comprehended the difference), sailed a compass course, and learned how to heave-to, retrieve a man overboard and dock the 36-foot beast in a slip.

Of course there was some good-natured man bashing — what all-woman's event would be complete without it? As we began the man overboard drills, Krista told us, "If anyone ever tells you to call them 'person overboard, drills,' you tell them this. . . ," she said. We all leaned forward and held our collective breath. "You tell them, 'No, they're man overboard drills.' Only the man's fool enough to fall off a boat." While we found this hilarious, Krista said in earnest that most bodies retrieved from the water are men with their flies open. Apparently (after one too many pilsners) these unfortunate chaps stumble aft to relieve themselves off the stern, and in they go. "At the last boat show I went to, I tried to get the Coast Guard to give me an exact statistic," Krista said. "But they just looked at me like I was crazy." And then, as an afterthought, she shrugged. "Men."

To most efficiently retrieve a man overboard, you sail from a beam reach and tack over to a broad reach, and thanks to Krista, we understood the procedure. On a beam reach, the wind is crossing the widest point of the sailboat, roughly the middle.

But on a broad reach, "the wind comes from the back quarter, which you can remember because it's where the men always want the broads to sit."

On the second and final day of our sailing lesson, we began by reviewing docking, and then headed out. It was a calm, clear morning, and we observed the wind line about a mile offshore. As Nancy steered toward it, close-hauled, Shirley and I trimmed the sails in tight. For the first few hours we practiced the same skill set as the day before, each taking a turn at the helm and periodically rotating our positions. When the wind picked up again, Krista taught us how to heave-to and reef the mainsail. Since one of my biggest arguments with Neil has been whether or not we have too much sail up, I took copious mental notes. I went so far as to fantasize about the first time I would sneak out and put a reef in the sail without even consulting him. Talk about feeling empowered!

We each successfully piloted our way through retrieving our husbands and boyfriends from the chilly water. Depending on the helmswoman, the lifejacket we threw over to symbolize our man overboard took on a different name. Krista swore that naming the lifejacket increased the success ratio in retrieval, with only one exception. She'd once observed a student hurl insults at the lifejacket named after her man, and instead of retrieving it, she beat it with the boat hook. "I was glad it was one of my cheaper lifejackets," Krista said. "I didn't want to have to charge her for it."

By the end of that second day, a feeling of confidence and competence had crept up on me, so much so that I almost forgot I'd ever been insecure at all. I found I was utterly relaxed at the helm, steering through 25-knot winds, and I observed how eagerly my shipmates and I took turns at the wheel. On a course bound for Santa Cruz Harbor, I took a good long look at the shoreline. Squeals of delight from the Giant Dipper rollercoaster and the smells of fried fish and cotton candy wafted across the water from the Boardwalk. Families were scattered across the beach, and children jumped into the surf and squawked with pleasure. It felt *good* to be out there sailing — no, *extraordinary* — and when I looked around the cockpit, the faces of Deb, Shirley and Nancy beamed with the enthusiasm I felt. And suddenly it occurred to me that Zihuatanejo, Puntarenas, and waypoints further south weren't as far away as I'd originally thought.

— *debra mcqueen*

the new *santana* logs

"You don't know me," began the handwritten letter, "but I'm a 72-year-old retired California schoolteacher, widower and the last all-around deckhand/cook/maintenance man/sailor/rigger/chess partner/bartender and honorary son-in-law to Humphrey Bogart. I worked on *Santana* for Mr. Bogart from December, 1955, until his death on January 14, 1957. Mrs. Bogart fired (the yacht's skipper) the day after the funeral and called me to shape up the boat for immediate sale."

So wrote Dick Hascall, one of a handful of former crew who have responded to a request on the new *Santana* website for any bits, pieces and anecdotes of her history.

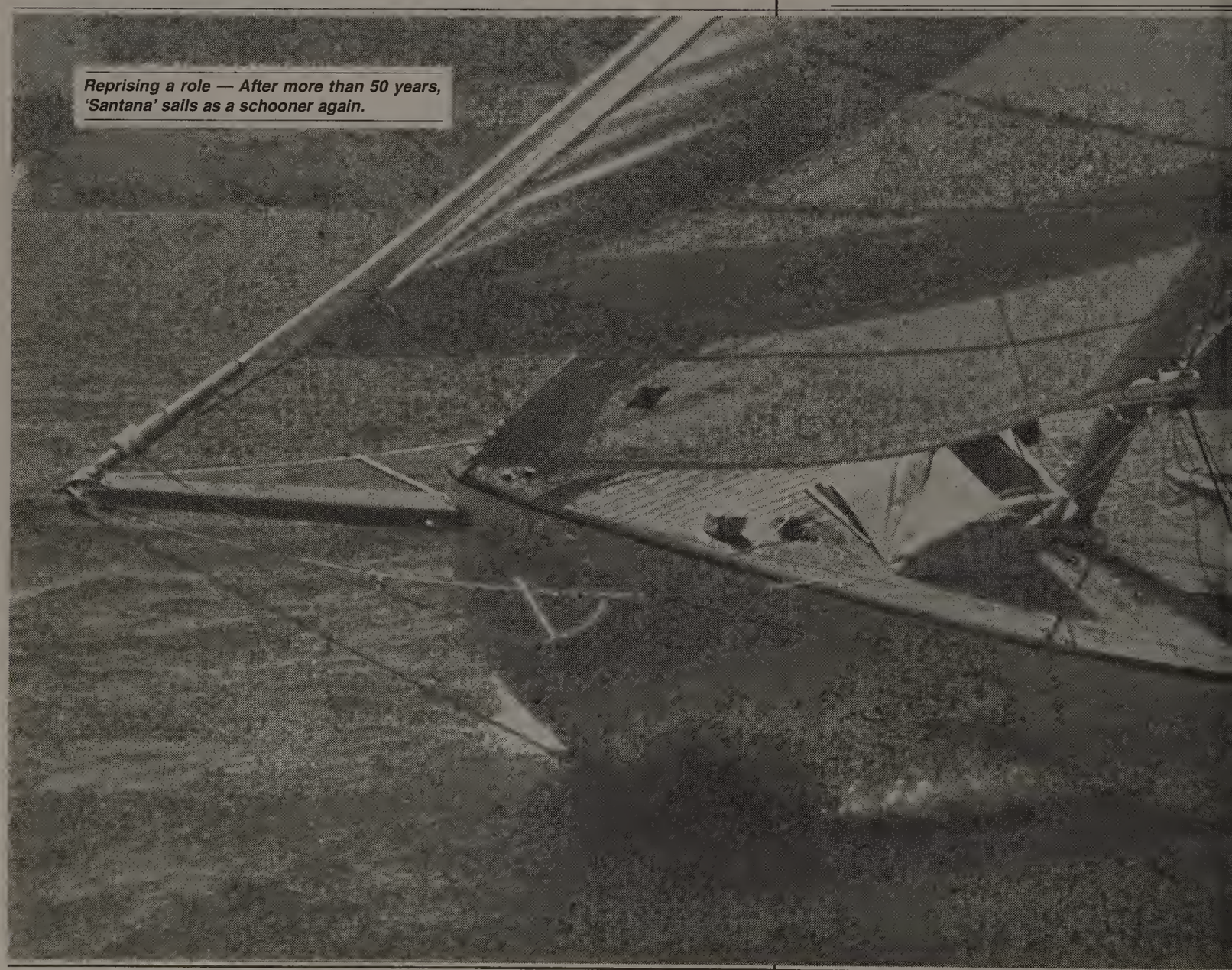
Launched in 1935 as a schooner, the 55-ft Sparkman & Stevens-designed *Santana* spent most of her life as a yawl. Of her many owners, Bogart was the best-known. Sadly, a faulty valve in her bilge pump system caused the boat to sink at her slip in the San Francisco Marina in 1997, and her logbooks — and most of her history — were lost.

Paul and Chris Kaplan acquired the boat two years ago and undertook an extensive renovation which included restoring the boat to her original schooner rig. The boat's relaunch was followed by the launch of her website (*www.thesantana.com*) — and the letters and emails soon started arriving. (Hascall's long letter was such a riot we're in the

continued on outside column of next sightings page

coast watch

the Bay Bridge. VTS was tracking the pleasure craft by way of a video camera mounted on Yerba Buena Island. We dispatched a Station San Francisco 21-ft rigid hull inflatable boat (RHIB), which intercepted and boarded the boat. The RHIB crew terminated the boat's voyage due to lack of approved fire extinguishers and cited the operator for other violations, the most serious being negligent boat operation by violating Rule 9(b) of the Inland Rules of the Road, which states: "A vessel of less than 20 meters (65 feet) in length or a sailing vessel shall not impede the passage of a vessel that can safely navigate only within a narrow channel or fairway." The Captain of the Port of San Francisco has declared all ship lanes and precautionary areas east of Buoy "SF" (the San Francisco sea buoy), extending to the ports of San Francisco, Oakland, Red-



Reprising a role — After more than 50 years, 'Santana' sails as a schooner again.

— cont'd

wood City, Sacramento and Stockton, to be narrow channels or fairways. Small boats that impede large ships maneuvering east of the sea buoy risk injury and property damage to themselves, threaten to set off a major maritime and environmental disaster should the large ships be forced to veer out of the channel, violate U. S. law, and are just plain dumb!

This is my final *Coast Watch* — I depart San Francisco on July 8th to assume new duties at Coast Guard Headquarters in Washington, DC. I assure you that this column will continue to be written by others here at Yerba Buena Island. I have been honored to serve the Bay Area boating public. I wish you all fair winds, following seas, and most importantly, safe boating!

— captain larry hall

santana — cont'd

process of securing permission to run the whole thing in a future issue.) Here's a look at a few of them:

We run the official June Allyson website (www.juneallyson.com). We can't wait to show her this website. I'm sure we can have her post something in your log book. We have included a photo of June on Santana *circa 1945. Here's a quote from June's autobiography regarding the day after her marriage to Dick Powell: "The next day, he took me to the* Santana, *and there we finally had our wedding night in broad daylight. I didn't want to get off that boat, ever."*

— Erin, Angie and Susan

She was a wonderful schooner, amazingly close-winded, well-balanced and fast on almost any point of sail. Her first place in the schooner class at the 1937 Bermuda Race was no fluke. We had seen her lead a big fleet, including 60 to 70-ft sloops, around the west end of Catalina, a hard 30-mile beat from L.A., so a lot of us were disappointed when (actor and third owner George) Brent re-rigged her as a yawl.

When I joined Bogie's crew in 1947, he was so happy with her that he wouldn't even consider a change back to the original rig. Olin Stephens almost talked him into a taller mainmast, but didn't succeed, so the

continued on outside column of next sightings page



LATITUDE/JR

santana — cont'd

mast you have is almost certainly the original one — 64 years old!

We tapped a flat-topped rock inshore of the Point Fermin buoy during a midwinter race and hauled out the next day. Hugh Angleman almost jokingly suggested that instead of just tightening the keelbolts he should put in bronze floors in way of the ballast keel. He was surprised when Bogie, without asking the cost, said, "Do it!" Bogie was even more surprised than Hugh when the bill arrived!

— Larry Dudley

The Kaplans invite and encourage as many other former crew as possible to contribute their recollections of life aboard *Santana*, not only under Bogie, but all 12 of her former owners. All contributions will be incorporated in to new, permanent log books.

short sightings

SAN FRANCISCO — Marina Yacht Harbor is badly run, financially unsound and poorly maintained, according to a report released by the City Controller. The report also points out that slip renters pay fees well below those of other city marinas, the marina shows a $2 million *surplus*, and neglected repairs to docks and restrooms is estimated at $15 to $20 million. The latter, of course, must be corrected before slip rents can be raised. In fact, things are so screwed up that the report suggests the City get out of trying to manage the marina and contract with a private company to run the place.

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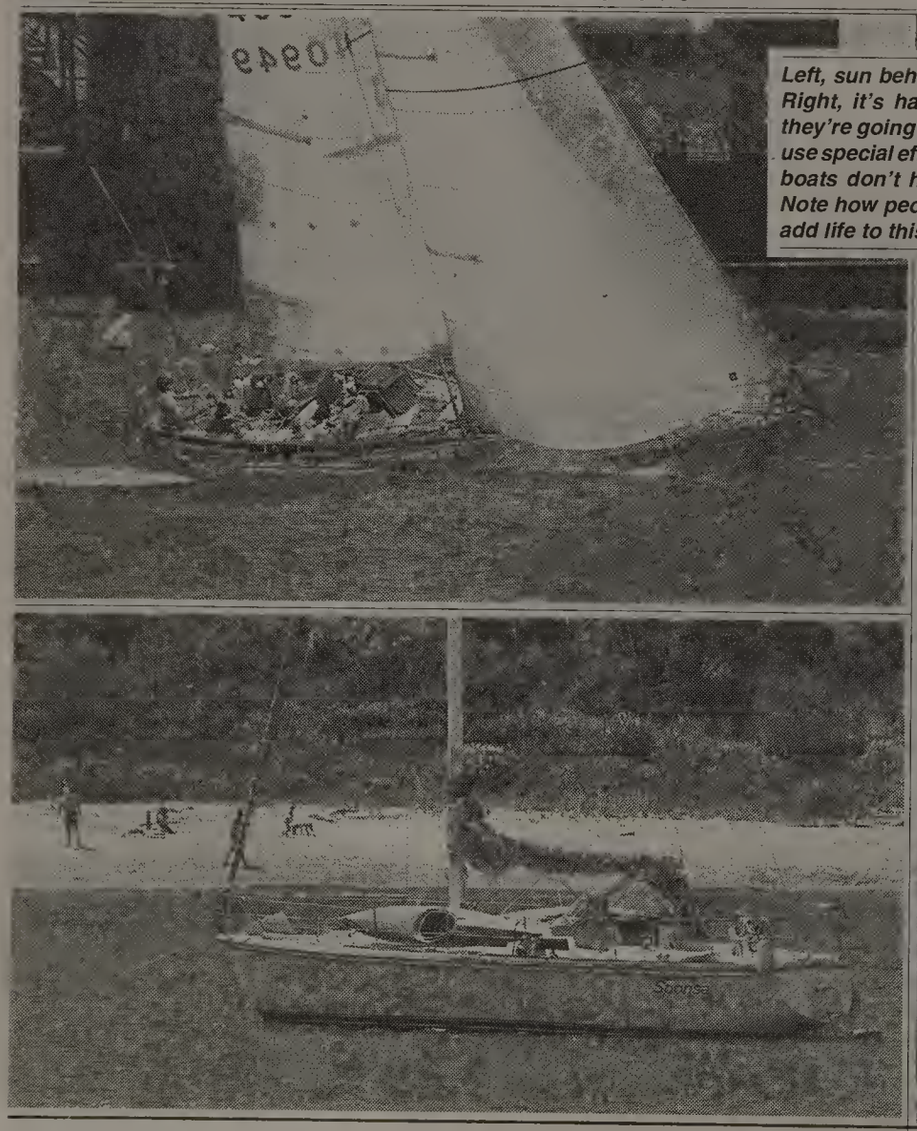
do-it-yourself

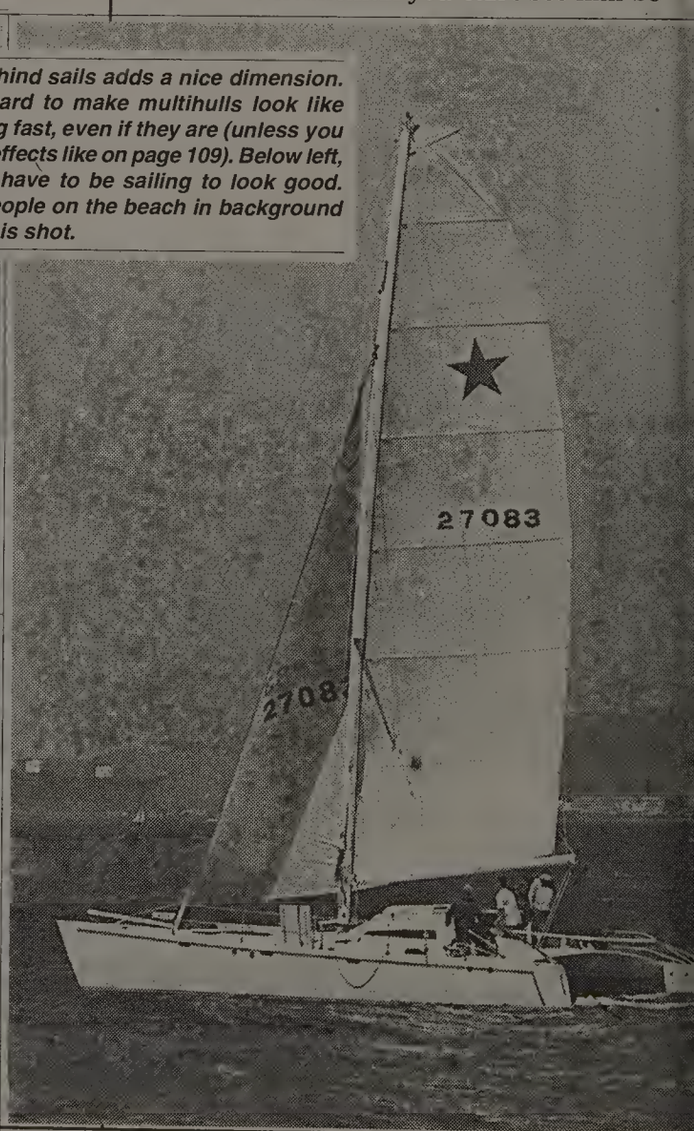
People get a kick out of seeing their boats in the magazine, particularly cool shots where the boat's trimmed right and really looking good. (Photos of dismastings and bungled spinnaker takedowns are not as popular.) Most of you know that you can buy copies of photos in the mag from us ($25 for the first print, $10 for each additional one). But we're not sure you know how really easy it is to take your own killer boat pics. Ansel Adams, we ain't, but after 20 years of drowning several generations of nice Nikons, we know a thing or three about taking decent pictures of sailboats. Here are a few tips and tricks to help you get going.

Get a Ride — First of all, you can't take good pictures of your boat *from* your boat. You have to be on another boat. Perhaps arrange with a friend to buddy boat around and get pics of each other's boats.

Anticipate — Don't just point and click. Study the boat, the background, the sun angle, how the boat's moving and so on.

Pose Your Shot — Call on the radio and tell the helmsman you can't see him be-





Left, sun behind sails adds a nice dimension. Right, it's hard to make multihulls look like they're going fast, even if they are (unless you use special effects like on page 109). Below left, boats don't have to be sailing to look good. Note how people on the beach in background add life to this shot.

looking good

hind that flag, or that he's dragging a fender. Those things will ruin an otherwise good shot.

Pick Your Day — Afternoon in the summer is almost always good on the Bay. Avoid foggy mornings and winter calms.

Film Is Cheap — Well, at least compared to cameras and your time out there trying to use one. If you're determined to get good pics, expect to be out at least half a day and go through 5 to 10 rolls of film. If we like what we see through the viewfinder, we'll often track a boat for 30 seconds or a minute and take 10-15 shots. One of them will be *the* one.

Camera — Don't use a cheapo camera. Buy or borrow a decent 35-mm camera. A medium zoom or telephoto lens (100-300 mm) is nice but not necessary. Autofocus and auto metering are highly desireable. (That's all we use.)

Tricks — Boats look best when photographed from leeward; don't just look at the boat, look for a cool background; 'use' ferry wakes for big splash pics — and get everyone to smile and wave!

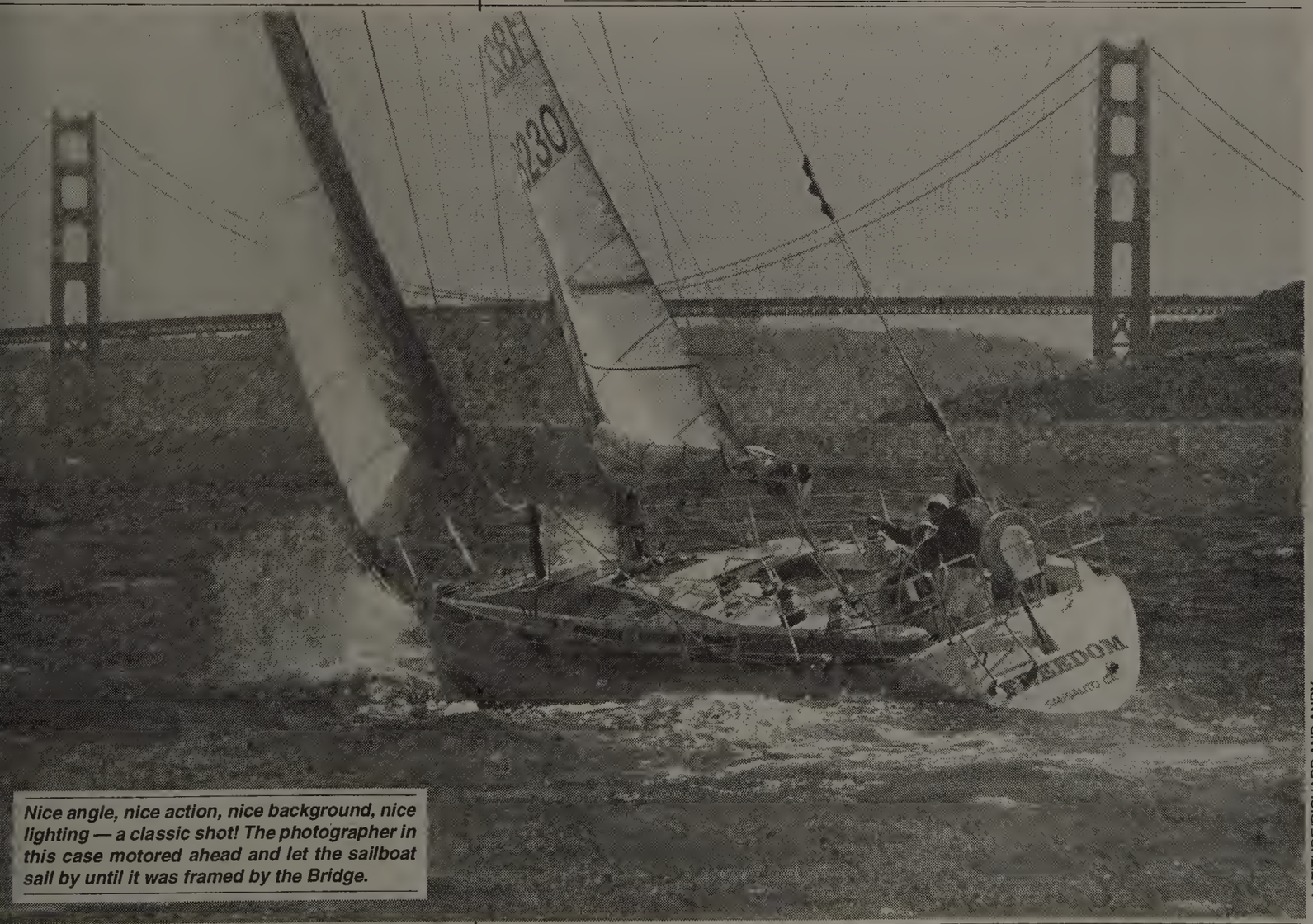
short sightings — cont'd

CENTRAL COAST — The ocean off California's Central Coast is the busiest shipping corridor in the United States. More than 4,000 ships transit up and down per year. Many people — and not just environmentalists — have been worried for years that an *Exxon Valdez*-type accident could wreak unprecendented havoc. Talks have been underway for years to move the lanes out farther, and now, we are happy to note that a landmark agreement has been reached to do just that.

Beginning around the first of the year 2001, the (so far) voluntary measures call for bulk carriers and container ships to use north-south tracks 13 to 20 nautical miles off the coast. Ships carrying hazardous cargos will be asked to stay within sea lanes 25 to 30 nautical miles out. Under a pre-exiting treaty, north or southbound tankers would remain at least 50 miles offshore.

Many ships (except tankers) currently 'hug' the coastline while in transit. The new routes will provide more time for rescue tugs to respond to disabled vessels, reduce the chances of accidental groundings, and keep the 'big rigs' away from the fishing and recreational boats.

CHINA BASIN — A 5-knot speed limit has been imposed in China Cove — particularly the part of it known as McCovey Cove where waterborne baseball fans gather hoping to retrieve homers that come over the right-field wall. "We're trying to prevent accidents before they happen," noted a spokesperson for the Port Commission. Violators are subject to first-offense fines ranging from $50 to $100. A Barry Bonds game winning homer might be worth it.



Nice angle, nice action, nice background, nice lighting — a classic shot! The photographer in this case motored ahead and let the sailboat sail by until it was framed by the Bridge.

LATITUDE/RICHARD AND ANDY

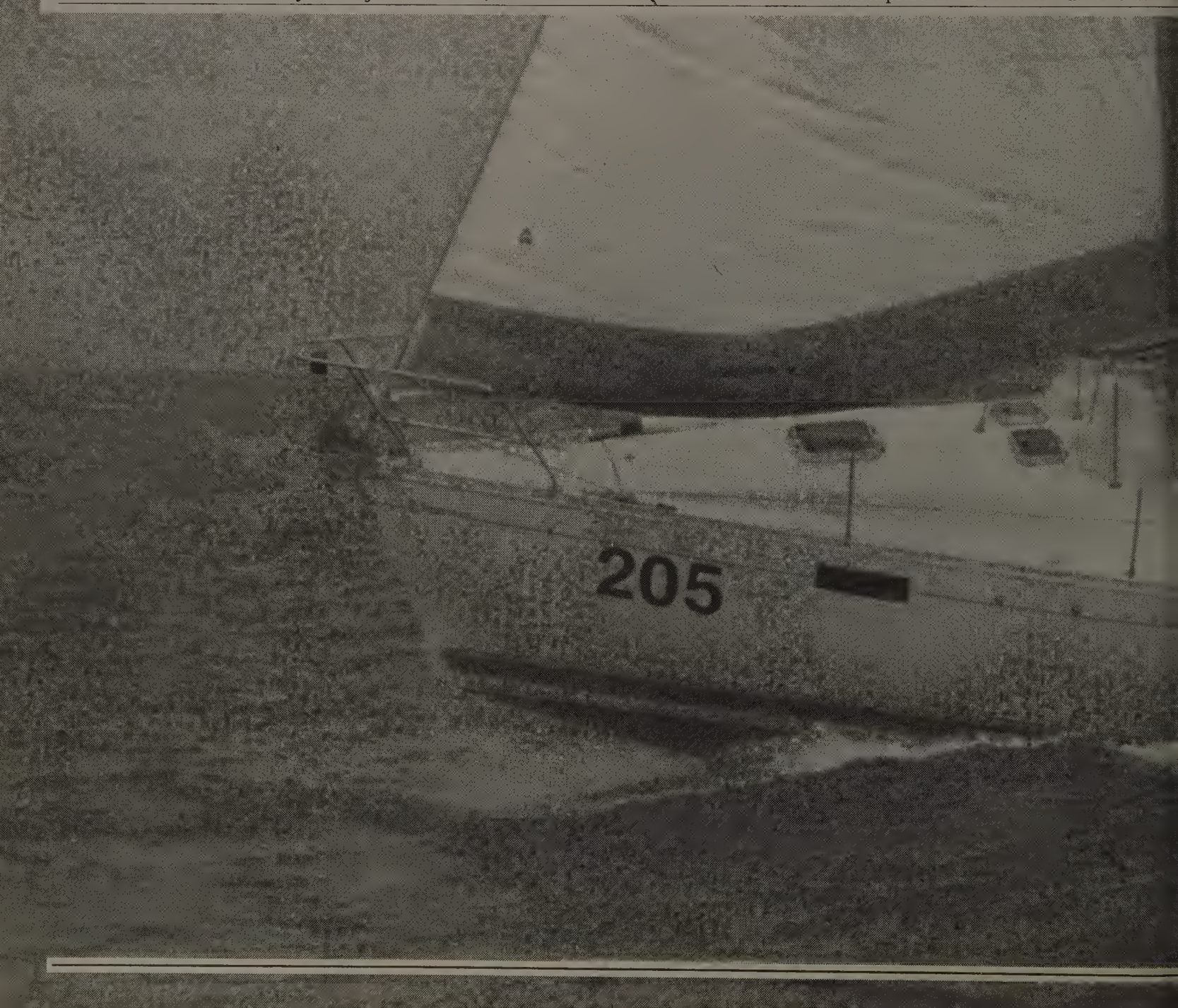
SINGLEHANDED TRANSPAC PREVIEW

On Saturday, June 24, 23 boats crossed a starting line off the Corinthian YC. Like hundreds of others up and down the coast that day, they were enjoying the camaraderie and challenge of racing against one another. Unlike most, they didn't cross any finish lines that day, or the next, or the next. In fact, by the time most other weekend warriors were sitting down to dinner, the sailors in this intrepid fleet would have passed the Farallones and still be heading west into the first of many sunsets. Next stop in the 12th biennial Singlehanded TransPac race: Hanalei Bay, Kauai, 2,120 miles away.

What makes a singlehander tick, anyway? Why would anyone purposely sail alone in this race when they could just as easily (and probably a lot more cheaply) have participated in the Pacific Cup — the 'fun race' to Hawaii where you can laugh and bond and just *be* with other people? Or, hey, let's cut to the chase: Why do so many people think solo sailors are crazy to merely *want* to cross an ocean alone, much less do it?

These questions and more always come to the fore when the Singlehanded TransPac rolls around every even-numbered year. Personally speaking — and we won't deny this could be one of those mid-life crisis things — we're fascinated by the notion of sailing alone to Hawaii. We can understand perfectly the desire to depend solely, entirely and utterly on oneself in a challenging and potentially dangerous enterprise. When you sail alone, there is no one to relieve you on the helm, no one to cook your dinner, no navigator to find your way, no sailmaker to mend tears — no plumber, no electrician, no mechanic, no doctor. And when you get sleepy, there's nowhere to pull over so you can get a few hours of uninterrupted rest. When you sail singlehanded, you have to take care of all those things yourself.

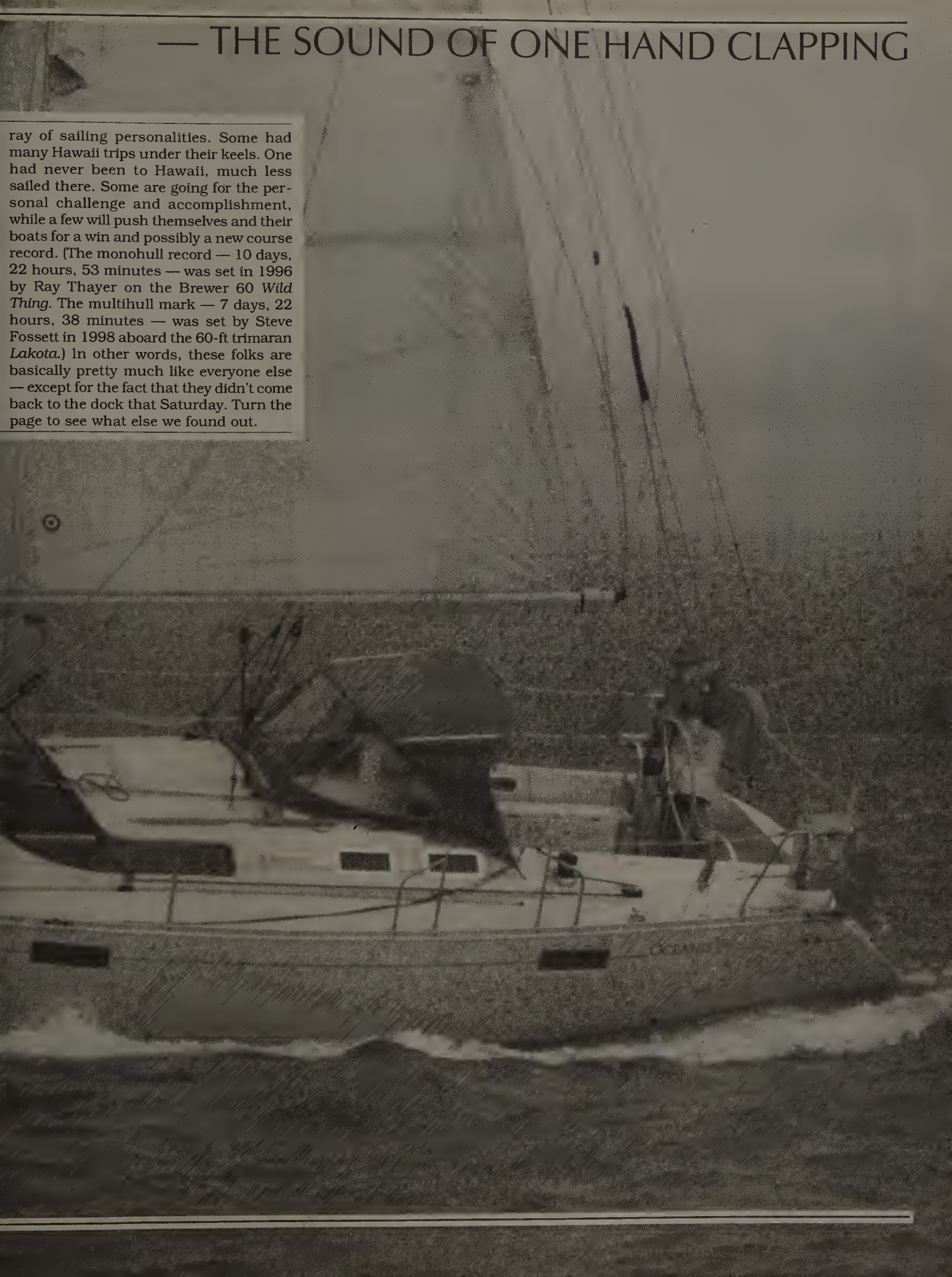
As has become our custom, we asked each of this year's entrants a variety of questions aimed at finding out just what makes them do this race. As always, we were surprised to find such a diverse ar-



Dan Dye heads west past Point Bonita aboard 'Free Spirit'.

— THE SOUND OF ONE HAND CLAPPING

ray of sailing personalities. Some had many Hawaii trips under their keels. One had never been to Hawaii, much less sailed there. Some are going for the personal challenge and accomplishment, while a few will push themselves and their boats for a win and possibly a new course record. (The monohull record — 10 days, 22 hours, 53 minutes — was set in 1996 by Ray Thayer on the Brewer 60 *Wild Thing*. The multihull mark — 7 days, 22 hours, 38 minutes — was set by Steve Fossett in 1998 aboard the 60-ft trimaran *Lakota*.) In other words, these folks are basically pretty much like everyone else — except for the fact that they didn't come back to the dock that Saturday. Turn the page to see what else we found out.

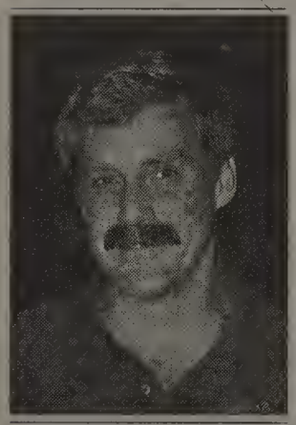


SINGLEHANDED TRANSPAC PREVIEW

Chuck Beazell

Joe — Hunter 54
Alameda

Chuck's main motivations for doing the 2000 Solo TransPac are "to have fun and try not to make the same mistakes I made in the '96 race." One of those was a big one — 75 miles from Hanalei Bay, *Joe*'s mast fell. Chuck still managed to finish second in class under jury rig. An active sailor with a big, fast boat (and nearly new rig), Chuck could well be the guy to beat in this year's run for the plumeria.



Chuck, 34, has owned *Joe* (named for a favorite dog he had as a kid) for 13 years. Over the past few years, most of the modifications and upgrades he's done on the boat have been related to general sailing. The only additions made specifically for this 2000 Solo TransPac are a double-headsail arrangement in case the fleet sees DDW running conditions like it did in 1998, and a new radar. Its proximity alarm will help give Chuck peace of mind for his naps (max 15 minutes in the shipping lanes, longer out of them).

When asked who deserves special thanks for helping get him to this year's starting line, Chuck names the company he worked for as an engineer until a few weeks before the race. "They closed due to lack of funding," he says. "That gave me the time to finish getting ready for the race. Not all start-ups result in millionaires!" he says.

"I probably spend more time inspecting mast bend and rig tension than anyone else on the Bay," notes Beazell. "Hopefully I'll get over that paranoia early enough to enjoy the race."

Steering: "It depends on how well my new autopilot (AutoNav below-deck hydraulic) works. If it can steer with the spinnaker, I'll let it steer. If it can't, I'll steer as much as I can." **Food:** "I'll tell you what I bought when I leave the store. I don't understand all the jokes about Dinty Moore — I'm sure I'll have many cans aboard."

David Bennett

Space Cowboy— Hobie 33
Brickyard Cove

David did a lot of homework before deciding that the Hobie 33 was the 'ideal' boat to sail singlehanded to Hawaii. What he didn't plan for was the amount of time and work it would take to get *Space Cowboy* up and running by the June 24 start. He admits the fault is his own, however — the 'bargain' boat he got after it was wrecked in a Lake Tahoe storm has so far cost him about twice what a good used one goes for. The good news is, after a year and a half of hard work, the boat is finally like he wants it. Well, almost.



The rebuilt *Space Cowboy* (named after a Steve Miller song) sailed for the first time in last August's Long Pac Race, which serves double duty as the qualifier for the Singlehanded TransPac. David, a 50-year-old software consultant, took an encouraging third in that event, and worked out some of the routines he'll use on the way to Hawaii. For example, he plans to sleep from dawn until about noon, catch a short nap in the evening and then stay awake all night. This routine will be especially handy as he nears Hawaii, as the squalls are more intense after dark.

This will be Dave's first Solo TransPac, but he has done two Pacific Cups, one on his own Valiant 40 and one on Bill Stevens' Valiant 40 *Gray Eagle*. Unfortunately, Bill lost that boat near Coho on the way home from last year's Coastal Race. But he did manage to get some of the instruments off, and they have found a new home aboard *Space Cowboy*. David hopes the added karma will help him get to Kauai that much more quickly.

Steering: primary: self; secondary: Autohelm and Navico autopilots. **Food:** "Anything I can heat in boiling water." **Special thanks to:** My wife Kathy, and Lee Garami (owner of the Hobie 33 *My Rubber Ducky*). "Lee has been extremely helpful in putting my boat together. He has loaned me pieces that I needed to get fabricated, let me use his rudder on the Long Pac and even offered me his *mast* when it looked like I wouldn't be ready with mine."

Jay Capell

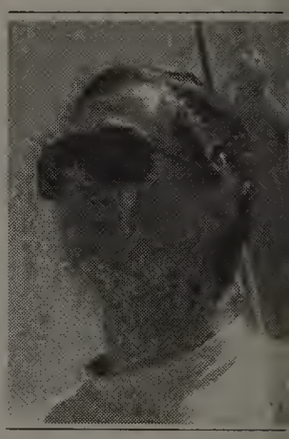
Leilani Too — Catalina 36
Belvedere

Competing in the TransPac is not only a great physical and mental challenge for Jay Capell, 52, it's also a homecoming of sorts. Capell and his family have vacationed on Kauai for a month or more every year for the past decade. Only before this, they've always arrived by air.

It will likely feel like even more of a homecoming this year. *Leilani Too* started the 1998 Singlehanded TransPac, only to develop a leak that caused Jay to turn back only 300 miles out. This year, the sales professional is looking forward to going the distance.

Jay's planned sleeping patterns will see him catnapping during the day and awake after dark, the better to see things that could go bump in the night. He'll also keep close tabs on what the Pacific High is up to. "This clinches everything," he says. Sailing across an ocean shouldn't be all work and no play, so Jay intends to play a good bit of his favorite music on the trip, including the Stones, Clapton and the Dead's *You Can't Go Home Again*.

Win, place or show, look for Jay to show up at the awards ceremony sporting a well-worn TransPac shirt. It commemorates the 1963 TransPac race from L.A. to Honolulu during which his father, Jeff Sr., crewed on Emmett Rixford's Lapworth 45 *Annie Too*.



Steering: primary: Monitor windvane; secondary: Autohelm autopilot. **Food:** Canned stews, pastas, crackers, dried fruit. **Special thanks to:** "My family, especially my wife, Mary, my brother Jeff and Steve Mason, my lifelong friend. He's been loaning me so much gear (off his Pearson 39 *Sea Jay*) that he owns more things on my boat than I do."

Tree Champagne

Fisheye — Trumbly 31
Sausalito

A longtime sailor and shorthander, Tree has been keeping an eye on the Solo TransPac for a long time, but it wasn't until she read the 'bug theory' that she knew she really wanted to do the race. What's the bug theory? An observation SSS TransPac veteran Greg Morris made a few years back: "This race is a bug light for weirdos."

"That was all I needed to hear!" says Tree, an engineer in her 'low 50s.'

Fisheye, one of few sailboats designed and built by noted Pacific Northwest powerboat designer Joe Trumbly, was not her first choice as a racing platform. But the Singlehanded TransPac has always been a 'race what you have' event, and she really liked the way the boat had behaved on a trip up the coast last year. So

she signed up for the 2000 event, rolled up her sleeves and dived into preparation. "It will be a great relief to start racing so I can finally relax!" she says.

Depending on conditions, either the Monitor windvane or autopilot will do most of the driving. Tree plans to take 20-minute naps, mostly during the day. "I'm looking forward to seeing the stars at night," she says. They should put on a brilliant show, especially considering much of this year's race will take place under a new moon.



Unlike most competitors, Tree has not decided when or how she'll get the boat home. She may sail back; then again, she may leave *Fisheye* in Hawaii and make plans to go farther west next summer. "At the moment," she says, "I have no plans beyond just getting there."

Steering: primary: Monitor windvane; secondary: old Autohelm 3000 autopilot. **Food:** AlpineAire self-heating meals. "They're great. I'm never eating another boiled meal. They even come with a fork and napkin!" **Special thanks to:** "Ron Blair Signs, Eric Olson of Nordland, my son, Dillon, my daughter, Magdelena, and numerous other friends who have contributed abundant time, energy and support."

Ron Corbin

Still Crazy — Olson 30
Miami

Talking with Ron reminded us a little of listening to a Hunter S. Thompson book-on-tape. He was westbound "somewhere around Barstow," talking on a car phone which repeatedly kept cutting out, and on 'final approach' for the Bay after towing his bug-spattered Olson 30 *Still Crazy* (ahem, ahem) more than 3,000 miles from Miami — plus he was driving through the middle of the worst heat wave to hit California in two decades. As with Thompson in *Fear and Loathing in Las Vegas*, Ron was definitely feeling twisted from a lot of tough miles.

The truth be told, Corbin, a 46-year-old independent contractor, seems to live for tough miles.



He bought *'Crazy* back in 1986 in Idaho, sailed the boat out of Seattle for a time, and competed in the '94 Pacific Cup with her. For the last several years, he's sailed out of Miami, doing SORC, Key West Race Week, the Bermuda 1-2 and other East Coast races with the boat.

In past races, Ron has hand-steered a lot. This time, he may let an autopilot do most of the work. "I'm still installing new stuff that I'm not really familiar with," he says. "But Stan Honey assures me it will work." If all else fails, "I'm prepared to die in hand-steering mode!" Ron laughs. When asked how he'll handle sleeping during the crossing, he replies, "I don't

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know. I've been practicing some things as I've been driving...."

No rest for the wicked after the race. Ron is sailing the boat back to San Francisco — "I'm looking for volunteer cuties if you know any" — then it's back on the road, eastbound and down. . . .

Steering: primary: "It depends on how good the new stuff I'm installing right now works;" secondary: self. **Food:** Primo freeze-dried meals from Mountain Gear Spokane (which is run by old friend Paul Fish). **Special thanks to:** Skeet Perry, Duane Arnold, Mike Pope, David Breeson, Bill Biewenga, David Scully and Stan Honey.

Dan Dye

Free Spirit — Beneteau Oceanis 390
San Francisco

Echoing a sentiment common among first-time TransPac'ers, Dan says his entry and preparation for the 2000 race "has been quite an experience already." In another admission common to first-timers, Dan says he's more interested in completing the race intact than winning, although with 30 years of sailing experience to call on, he could well do both.

Preparation for the 10-year-old boat has consisted mainly of maximizing her charging, navigation and communication systems. For the former, Dan's added a high-output alternator to the boat's existing one. For navigation, he's added a Garmin GPS. And for communication, the 53-year-old chemist will be talking to racers and friends/family ashore through a SEA 235D Single Sideband. Dye plans to supplement the GPS with celestial navigation.



Dan plans two 90-minute sleep periods a night, with 15-minute catnaps as needed otherwise. He'll eat "add boiling water type food", read a Tom Clancey book or three, and look forward to "spending a week in Kauai on my boat with my babe (wife Estela)."

In something of a departure from the norm, Dye looks forward to steering *Free Spirit* himself about 75% of the time. The rest of the time, an Autohelm 6000 will do the work.

After the race, Dan will sail *Free Spirit* back home with brother Ed Dye and Ed's 15-year-old son, Eric.

Steering: primary: self; secondary: Autohelm 6000 autopilot. **Food:** Freeze dried meals, dried fruit, some canned. **Special thanks to:** Estela Alvarez, Ed Dye, Eric Dye.

Ed English

Orange Blossom Special —
Beneteau 42s7
Danville

The first time Ed asked for time off from his career as a technical program manager to do the 1996 Singlehanded TransPac, the lab director where he works as a Technical Program Manager thought he was brave. "This time," quips Ed, "he thought I was stupid."

Four years ago, English, 60, sailed the first *Orange Blossom Special* — then a Beneteau 35s7 — to second in Division II. He's hoping to better that performance

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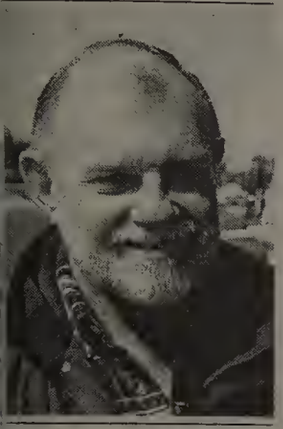
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with the bigger Beneteau this go-around. As with last time, Ed will likely stay in the 'fast lane' between 1016 and 1020 mb.

Orange Blossom Special is the newest boat in the fleet, built just last year. (She is also the sixth and largest keelboat Ed has owned in 32 years of sailing.) She is also probably the most 'stock' competitor; the only additions Ed has made are added battery capacity and solar panels to augment his engine charging system.

As in '96, most of Ed's sleep time will take place during the day, when he catches Zs below for 45 minutes at a time, awakened by a kitchen timer and/or radar alerts. During the night, Ed only allows himself 20-minute naps in a beanbag in the cockpit.

Ed's main motivations for doing the race again are to get away from the pressure of work, and to experience shorthanding a big boat before he and wife Judy take off for a protracted cruise when he retires.

Steering: primary: Raytheon Autohelm 7000 (linear drive); secondary: Monitor windvane (primary steering when wind is forward of the beam). **Food:** High protein, low carbohydrate frozen meals; peanut butter and jelly on tortillas and an offshore favorite: hot chicken soup. **Special thanks to:** "My wife, Judy."

GW Grigg II

Velocious — Santa Cruz 27
Santa Cruz

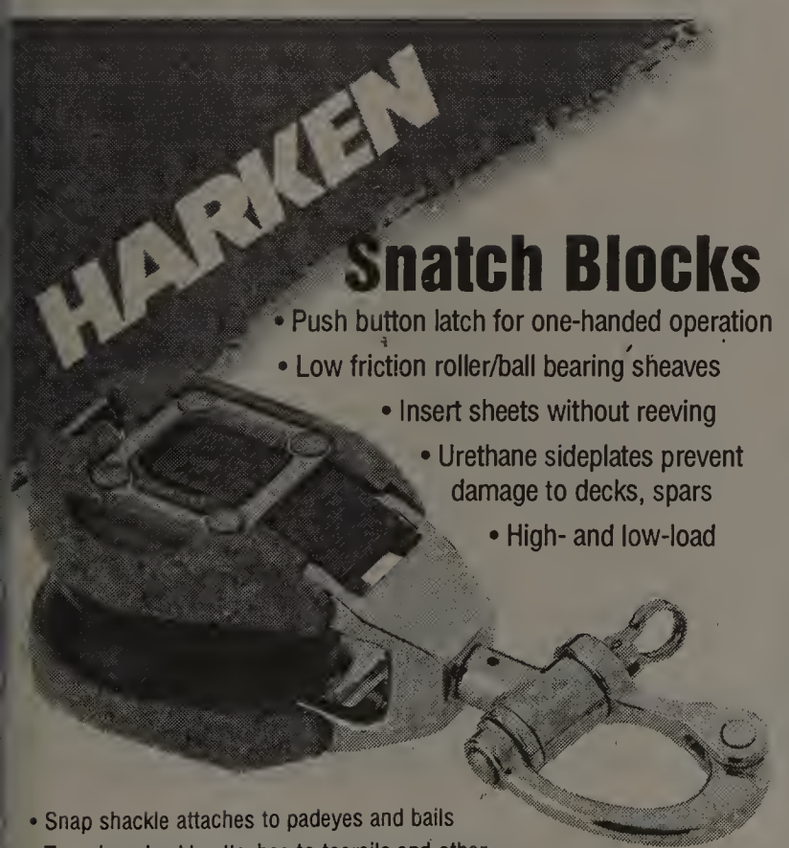
GW, the 2000 race's youngest competitor, is into his own form of 'numerology'. His race number (all competitors must choose a number to be affixed to their hull), 27, was chosen because "I'm 27, my boat is an SC 27 and the design is 27 years old." The confluence falls apart on July 9, his birthday, but he hopes to finish before then anyway. In fact, GW has set the goal of besting one of the most famous records in this race: Norton Smith's 13-day, 2 hour, 34-minute mark set in the very first race — aboard the SC 27 *Solitaire* — the original monohull record which stood for 10 years. To beat that goal, he'll have to finish by July 7.



How to deal with getting enough sleep differs with every competitor. GW, a mechanical designer, learned in the LongPac that 10-12 minute naps weren't enough. So, he says, "I *plan* to take 30-minute naps plus an hour or so about 2:30 a.m. I've also bought top-of-the-line Guy Cotten foulies so I should stay warm and dry for sleeping on deck."

GW's planned diet is a departure from most other competitors: sashimi, cold chili, lots of freeze dried food and "smoked salmon from Corralitas Market."

In the cruel ironies department, GW



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notes that he's not sure how he's getting the boat home yet — "But I have lots of time because I had to quit my job (as a mechanical engineer) to do the race." Last time he sailed home from Hawaii (on another boat), he notes, it also cost him his job.

Steering: self (50%), Navico TP300 (50%) and "strings and bungie cord" if all else fails. **Food:** See above. **Special thanks to:** Tim Kelbert, without whose advice and support this might not have happened in 2000 (good luck on the Pacific Cup with *Spirit Lesson*!); Dave Hodges and Santa Cruz Sails; Jim Livingston for letting me use his wood shop for many projects; Chuck Barry, who spent days sanding the hull while I was at work — and all my moral supporters.

Clay Gwin

Bettina — Ericson 32
San Francisco

Clay and Joanne acquired *Bettina* for a song a couple of years ago — and quickly realized why they got such a bargain. What Clay thought were small areas of deck delamination actually encompassed almost the entire cabin top. Clay, 38, corrected that and many other problems in his spare time in his backyard. Two years and many dollars later, the renewed Ericson was moved to the Anzam yard in Sacramento for finish work and paint. And finally, only four months before the race, she got back in the water.



Gwin, who participated in the '94 Solo TransPac, was among the last 2000 participants to complete his offshore qualifying sail, a bouncy, wet May adventure that resulted in the final addition made to *Bettina* before the Solo TransPac: a dodger. Clay will put the new shelter to good use as he divides steering duties with his autopilot. When 'off watch', he'll grab short naps at night and longer ones when the coast is clear during the day.

"I'm coming back because I had a great time in '94 — and an especially good time coming back," says Clay. "I'm looking forward to more of the same."

Steering: divided about equally between Alpha 3000 autopilot and hand-steering. **Food:** Basic stuff — instant noodles, canned food, etc. **Special thanks to:** "My wife Joanne. If it weren't for her, I wouldn't be going. Also thanks to my boys Marcus and Emmett, Brian Cleverly of Anzam Yacht Refinishing, Leif at Marine Diesel Engineering, the great people at Newmar and everyone I grabbed off the dock to hold a bolt."

Michael Jefferson

Foxx Fyre — Yamaha 33
San Francisco

This will be Mike's third trip to Hawaii on *Foxx Fyre* — he also participated in the '92 and '96 races — and as always, any questions dealing with the 'why?' of it all end up a short lesson in existentialism. "I don't like spectating," he says. "I like getting out there and living life with a passion. I like the intense excitement that you get from doing something that requires all your abilities. It's a great way to recharge your batteries and get a good perspective on life."

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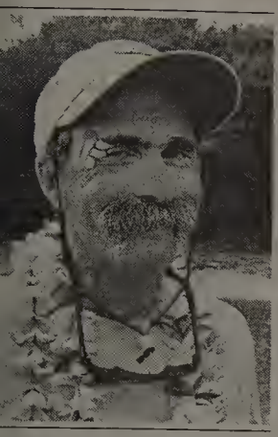
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a 50-year-old physicist, that his displacement boat will likely do the best on the 'short course' — on or just below rhumb-line with adjustments as needed depending on what the weatherfax spits out. He plans to push the boat as much as possible with the goal of bettering his personal best elapsed time of 15 days, 6 hours — hopefully without opening up his face this time like he did in '96 (photo). Sleepwise, Mike likes to take short catnaps through the day, with — conditions permitting — a good sleep from 2 to 6 a.m. An oven timer clipped to his collar calls reveille.

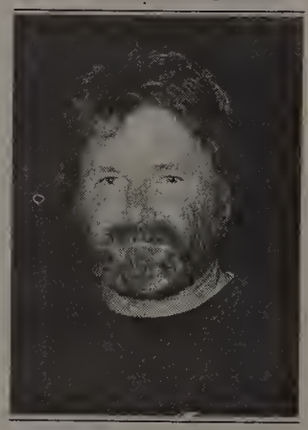
An accomplished single-hander and always one of the Solo TransPac's best prepared entries (he even has color-coded tool boxes for plumbing, electronics and so on), Jefferson could easily place in the money this go-around. But even if he doesn't, Mike's contribution will be significant. As in '96, he will act as communications boat for the fleet. He also plans to resurrect the daily dispatches that appeared on the race website (*www.sfbaysss.org*) in '96. These provided a personal, intimate, and often hilarious look at what life is really like 'out there.'

Steering: Autohelm ST7000 (below deck) autopilot and Navico TP5000 above-deck autopilots. **Food:** Lots of dehydrated food, quick-carb stuff such as Powerbars, canned fruits, raisins, etc. A favorite concoction: Instant Breakfast mixed with hot cocoa in the morning. **Special thanks to:** Lieschen Hartman, mother Hermelie, sister Ann, brother Rick "and my boss, Hans Coufal, for helping me get the time off."

Phil MacFarlane

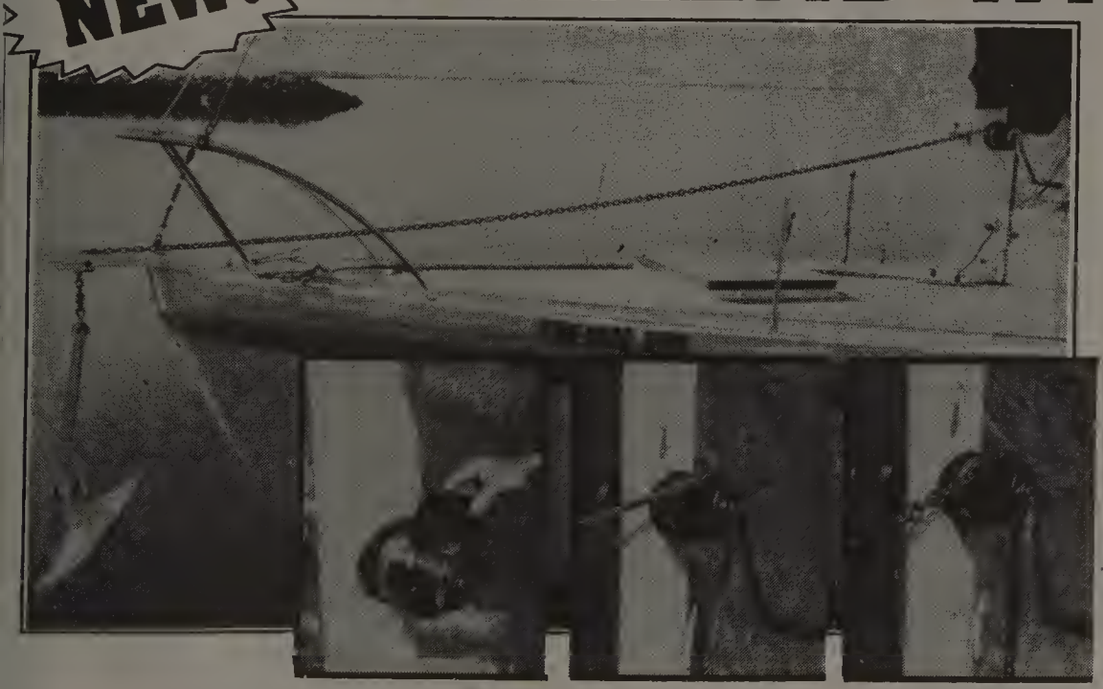
Sail a Vie — Ericson 35 Mk II
Redwood City

Phil learned to sail on windsurfers back in the '80s and has been expanding his horizons ever since. His philosophy and motivation for doing the Solo TransPac are simple and to the point: "The first time I took my boat out of its slip alone — just in and out — it felt great. The first time I did the Singlehanded Farallones, it felt great. When I did the Long Pac last year, it felt great. I want to keep feeling great."



Phil, who runs his own electrical contracting business, hopes his trusty Monitor windvane will do most of the steering on the way to Hawaii, with backups from a couple of Navico Tiller Pilots and himself. In the meantime, he'll be catching up on Tristan Jones books, listening to Jimmy Buffett tapes and enjoying his favorite offshore meal — hold onto your stomachs: Dinty Moore Beef Stew with brown sugar and Worcestershire sauce!

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Phil had no problems sleeping during the Long Pac and has no specific plans to change his routine during the Hawaii race. He will try to get most of his shut-eye during the day, and stay awake at night, however.

While some Solo TransPac'ers use the race to quit smoking or celebrate milestones in their lives, Phil, 38, is not one of them. "I plan on keeping all my bad habits," he notes.

Phil most looks forward to days on end of just sailing — both going and during the delivery back home. Later this year, he and his girlfriend may become 'repeat offenders' in the Baja Ha-Ha Rally.

Steering: primary: Monitor windvane; secondary: "me": lastly: two Navico autopilots. **Food:** Ensure, canned foods, camping pouch meals and my favorite (see above). **Special thanks:** "First is Hal Wright, then Hal Wright and I would also like to thank Hal Wright."

Stephen Mann

Tawodi — Wylie 39 (custom)
San Diego

Actually, that's *Captain* Stephen Mann, thank you very much. Captain Steve currently makes his living at Pacific Offshore Rigging in San Diego, but for years he worked as a captain of commercial tugs, dive boats and charter yachts, including the Alden schooner *Bagheera* (currently residing in the Bay Area) when she was based out of Southern California.



There's always one boat in every Solo TransPac that has all the amenities and in 2000, *Tawodi* ('hawk' in Cherokee) is that boat. It would probably be easier to list the few things the 29-year-old Mann *doesn't* have aboard, but here's a partial list of what he does: TV, VCR, refrigerator, freezer, complete oak interior, hard dodger, "huge" dinghy, bicycle and bicycle trailer, a 200-watt Bose stereo (driving, among other speakers, 10-inch subwoofers) — and a library of 600 (that's not a typo) CDs! "I pride myself on having enough music on hand to offend anybody," notes Steve.

We probably don't have to mention that Mann is not pushing the boat for a win. Fun is the priority this trip. "Why else do anything in life?" he asks. We probably don't have to mention that Steve is not married, either.

Mann's internal clock allows him to sleep in 15 to 20 minute intervals (no outside alarms needed) as necessary through the day. He plans for his B&G autopilot and Sailomat windvane to handle 99% of the steering. "I only want to steer in and out of the slip and maybe to tack out the Bay."

After the race, he'll sail the boat back to San Diego, but not right away. Following a 3,500-mile bike trek from Seattle to Washington DC last year, he'll spend a month bike-hiking around Hawaii before coming home.

Steering: primary: Brooks & Gatehouse Type II autopilot; secondary: Sailomat windvane. **Food:** "Pop Tarts and Microwave popcorn. . . Okay, seriously? Anything I can stir up in one pan — pastas, canned stuff, Top



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Ramen is a favorite. I also have a fridge, so I'll have ice cream. **Motto:** "The next best thing to perfect is close enough."

Terry McKelvey

Sensei — Cal 2-27
Berkeley

Terry's last trip to Hawaii on the '96 Singlehanded TransPac was also her first ever trip to the islands. She liked everything about it — being out there in deep water, being away from phones, arriving in paradise — so much that a repeat performance has been on her mind ever since. The arrival of the millennium and having all the returning racers (many of whom are also '96 vets) "made it irresistible to go again," she says.

One of three women participating in this year's race, Terry, a 43-year-old MIS Director, says she's much better prepared than last time, especially in the sail department. "I have a much newer main that shouldn't have to be mended so often" she notes, as well as something of a secret weapon affectionately known as 'Dolly.' This is an old, baggy spinnaker whose nickname origin is obvious as soon as it starts flying.

Terry says she sleeps no more than 20 minutes between lookarounds until she's well offshore. Then she tries to add at least one, solid two-hour chunk of sleep around dawn. To wake up, she employs the novel method of a watch with a repeating 20-minute alarm. "I lay my head on my wrist so I can't avoid hearing it," she says. She also keeps the VHF turned up in case someone comes calling.



For keeping in touch, Terry joins several other racers this year who are trying out the new GSC100 satellite emailer.

Terry carries an eclectic variety of music and reading materials, with one exception: "No sailing books!" she says emphatically. "I tried some last time, but they just give you more things to worry about!"

Steering: split equally between Monitor windvane ("an antique one that's been to Hawaii three times now so it sure knows the way") and two Autohelm 2000 autopilots. **Food:** rice, curry, couscous-type stuff from Trader Joe's, some backpacker meals, powerbars, Dinty Moore and "cookies my Mom sends that get me through the first few days." **Special Thanks to:** "Heli Roiha for all kinds of support and crewing back; Fred Hess and Jean Novotny for putting on the race; and the people I work with for covering for me while I'm gone."

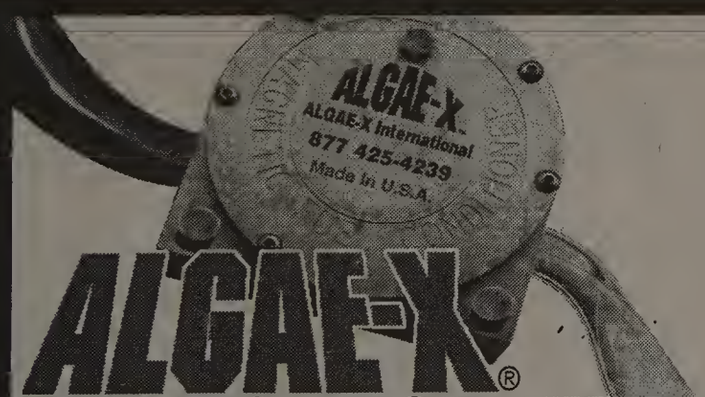
Ben Mewes

Georgia — Van de Stadt 1230
Alameda

So far, Ben reckons the best thing about the Singlehanded TransPac is "the timely availability of *Georgia* means I don't have to do the trip on *Mirage*." The latter boat, which he originally intended to take, is a Black Soo, which he figures he's getting a bit too old to sail to Hawaii and back by himself.

The second best thing? "No Dr. Laura on the radio!" says Ben.

Mewes, 56, a contractor and sailor for



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the last 30 years, plans to let his sleep patterns work themselves out. He'll augment awake times with music by Brahms and Wagner, and dine on some of this year's heartiest planned galley fare: meat, gravy and potatoes, he says. "No rice and no boutique water on this boat!"

At 40.5 feet, *Georgia* is not a boat with a lot of geegaws. She's just a straightforward, good-sailing ocean boat. Ben says



that's exactly what the doctor ordered for this race — which will also mark his first ever trip to Hawaii. Ben is mainly interested in the personal accomplishment of completing the race, but that's not to say he's not going to sail the heck out of the boat. His main strategy is "follow Stan Honey's advice to follow the 1020 Mb line," where the most wind usually resides. Toward that end, the last piece of gear aboard may be a digital barometer. When asked what one more item he would like to have aboard if it were possible, he replied, "Catherine Deneuve." That would, of course, incur a few penalties under the race rules, but Ben figures it might be worth it.

Steering: primary: self; secondary: Three Navico 4000 autopilots. **Food:** See above. **Special thanks to:** "Jo Anne McFee, Frank Wayne, Dawn, Dave Schram (*Georgia*'s builder and previous owner) and my Father."

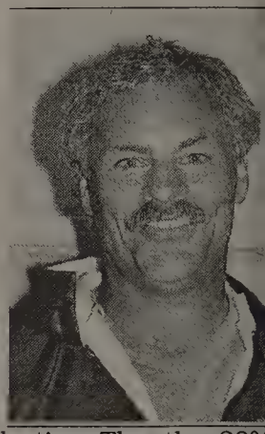
Greg Morris

Color Blind — Moore 24

Alameda

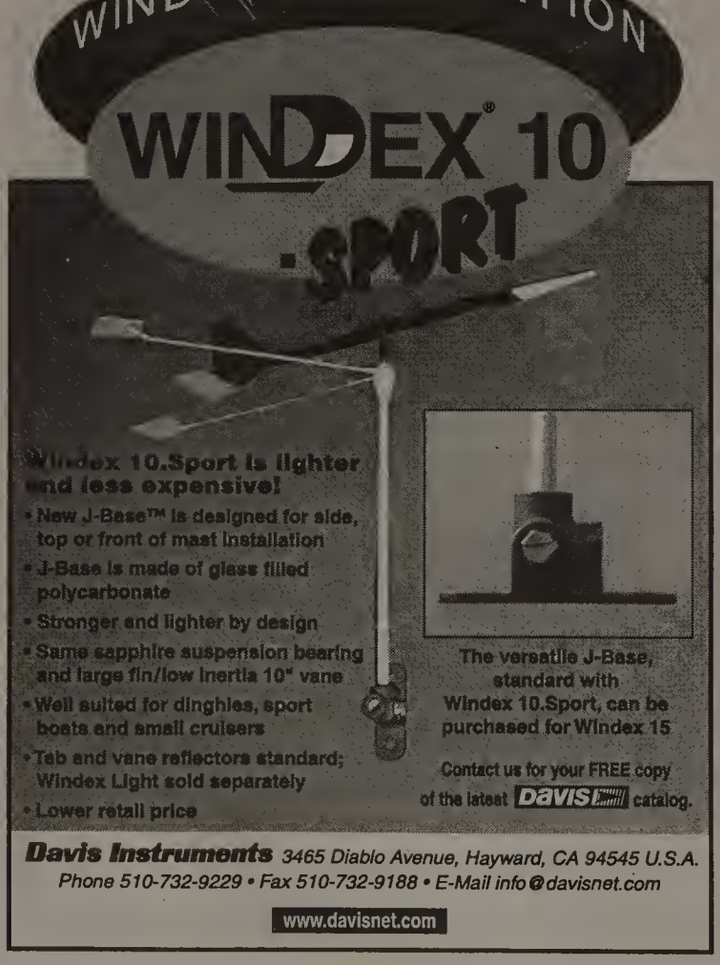
Greg is a consistent recidivist in the Singlehanded TransPac. He's participated in '94, '96 and '98, taking third in class all three times!

Morris's reputation as a bit of a wild man is well born out in his choice of boats. Instead of moving up like most people, after the '96 race, he sold his Farr 33 *Slipstream* and moved down to a Moore 24, whose lavender-colored hull, orange boot stripe, green bottom paint, and name — *Color Blind* — give the first indication of a bit more off-center personality than your average sailor. So does his full-metal-jacket approach to the Solo TransPac; as with previous years, Greg plans to hand-steer the boat about 80% of the time. The other 20% the autopilot will do the driving while Greg takes periodic 15 minute naps regulated by his trusty egg timer. "I plan to run black at night so I can trim," says Greg. "I'll be up all night and cat nap in the morning."



Greg's main goals are to better his 12 day, 21 hour time of 1994 (without breaking a finger as he did in that race before even getting out the Golden Gate), move up a notch or two in the standings — and for once beat perennial rival and close friend Ken Roper.

What Greg *does* share in common with





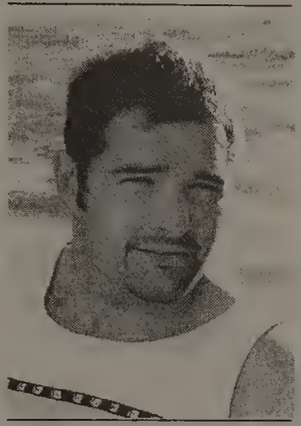
other racers is that he started doing this race for the adventure, but returns for the camaraderie of seeing old pals like Roper, and making friends from the 'new crop' of TransPac racers. Which is another way of saying Greg is looking forward as much to arriving and getting together with other racers at the Tahiti Nui bar — traditional hangout of the Solo TransPac'ers — as he is to the race itself.

Steering: primary: self; secondary: Autohelm. **Food:** Powerbars and canned food; "My favorite is chili." **Special thanks to:** Hal Wright, Dan and Darin Dowd, Bob Comir and Eric Jungemann.

Greg Nelson

Starbuck — Black Soo
Berkeley

In something approaching a tradition among sailors preparing for the solo TransPac, Greg has replaced or upgraded "nearly everything from the keel to the masthead" on *Starbuck* in the two and a half years he's owned the boat. And yes, for local San Francisco sailors who remember the name, this *is* the 30-footer with the wildly colored sails formerly owned by Donald Goring. (Nelson has temporarily stored those sails in his garage in favor of newer, more conventionally hued canvas for the race.)



Starbuck may be the oldest boat in this year's race — she was built in the Van de Stadt yard in Holland in 1968 — but she'll be far from the slowest. According to Nelson, she was one of the first ultralights ever conceived and the first planing boat to sail the Bay.

Greg said he wouldn't be sure of his course strategy or exact route until he left the dock, although he allowed, "I'll be looking for, um . . . wind." Likewise his sleep patterns. "I'll sleep when I'm tired. I'll be awake when I'm scared or nervous."

Greg is not so lackadaisical about his boat's performance. Having sailed *Starbuck* to first in the '99 Single-handed Farallones (fourth in '00) and an overall season championship in the '99 SSS series, Greg has proven he and *Starbuck* are a force to be reckoned with. He'll be sailing the "hard-chined little blade" for a win.

Steering: primary: Autopilots (Four, Autohelm and Magellan); secondary: self. **Food:** Simple meals — single pot, canned. "Nothing gourmet, what do you expect from a single burner gimballed stove for a galley?" **Special thanks:** Napoleon, Allen, Ron X2, Bruce and Kathryn.

Dwight Odom

NaNa — Saga 43
Sausalito

Dwight is another returning Singlehanded TransPac veteran, and like most other vets, he hopes things will go a bit more smoothly than they did on his last race in 1994. "I mainly hope that my autopilot works past the Farallones and my boom doesn't break," he says. "Both were features of my last trip."

This go-around, Dwight has moved up from the Niagara 35 *Genesis* to the big

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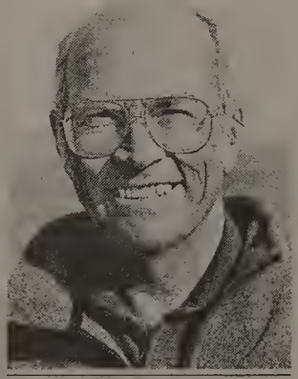
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Saga 43. *NaNa* is the sixth boat he has owned in his 33 years of sailing and he plans to put her through her paces on the way to the Islands. Like many others, that will mean tweaking the boat to get the most out of her while the autopilot does the steering. Which segues nicely into his main motivation for returning to the fold: "The personal satisfaction of sailing to Hawaii as fast as reasonably possible in my boat, handling all the little problems that occur, and doing the navigation and weather predicting that can get me there even faster."

Odom takes 20 to 40-minute naps during both the day and night with at least one 90-minute sleep, usually at night, if possible. (Although in '94 he never slept longer than 45 minutes.) He's awakened by two 'Baby Ben' alarm clocks or a radar detector.

Unlike most competitors, Dwight is as excited about the trip home as he is the race. "I'm looking forward to sailing under the Golden Gate with my daughter Melissa and her friend Barbara," he says. In another bit of unfinished business, he notes, "When Melissa and I were sailing back from the last race, the alternator fell off the engine at the halfway point."

Steering: primary: Autohelm 6000 autopilot; secondary: self, Monitor windvane. **Food:** Lasagne and taco meat cooked and frozen beforehand, salads, freeze-dried foods. A favorite offshore meal is omelets with taco meat. **Special Thanks to:** Mary Odom, Steve Taft and Bay Ship & Yacht staff, J.P. Plumley Rigging, Bill and the Maritime Electronics staff, Ron Romaine Marine Electronics, Pineapple Sails, Pacific Marine Engineering, Starbuck Canvas.

Ken Roper

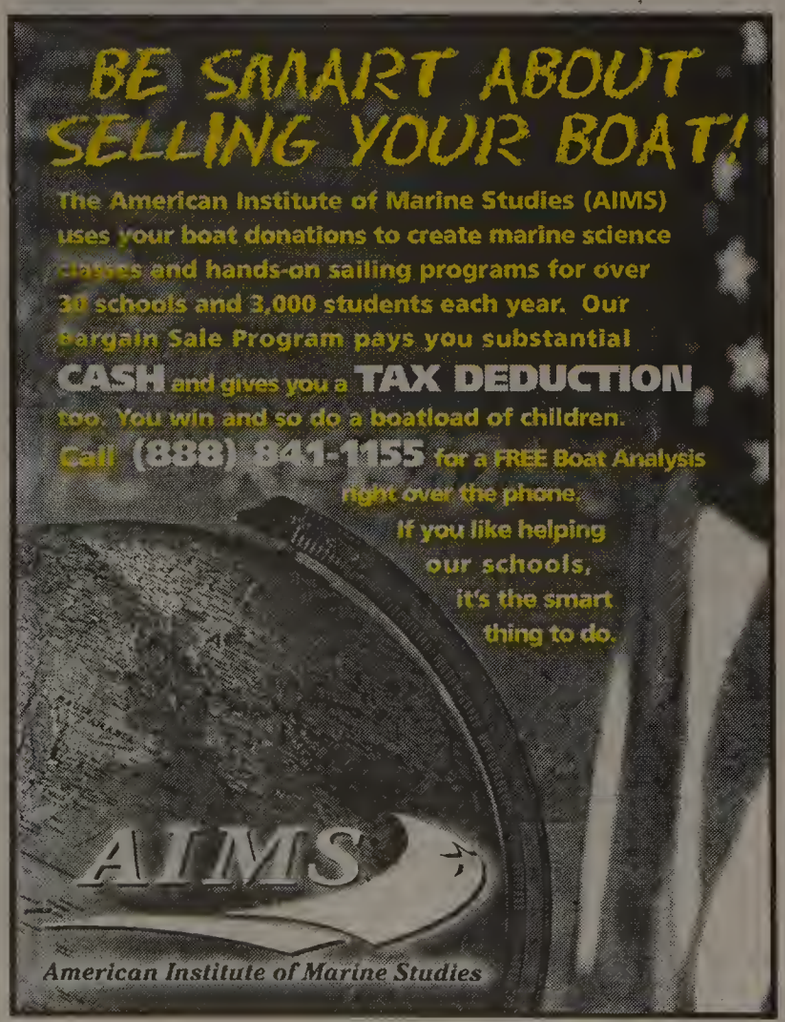
Harrier — Finn Flyer 31
San Pedro

It's tempting to call Ken the 'grand old man' of the Singlehanded TransPac. After all, this will be the *seventh* one in which he's participated. But the man racers call simply 'The General' is so ageless that we'll just leave it at 'the most experienced returning veteran.'



He is a veteran in more ways than one. Having attained the rank of Brigadier General in the Army before his retirement in 1977, Ken flew 'everything with wings' during two tours of duty in Viet Nam. The adventure didn't stop after retirement — Ken has sailed, trekked and scuba dived all over the world. In sailing alone, he figures he's put in 100,000 miles or more aboard *Harrier* (which he's owned since 1983) and a previous boat.

The first few years he did the Singlehanded TransPac, Ken used to sail



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south looking for wind. In '92, he went rhumbline, which worked so well for him that he's been going that route ever since. His best performance was in the last race, when after six tries he finally won his class.

Ken doesn't mess with any exotic sleep regimes. "I pretty much sleep at night and am up during the day," he says. "If I'm in the shipping lanes, I have an alarm that wakes me every 15 minutes, and of course I wake up immediately if the motion of the boat changes." He doesn't mess much with food, either. As always, he'll enjoy "live food, dead food and dog food," (fresh fruit and vegetables, pasta and rice and canned stuff, respectively).

Ken's motivation for coming back is the same as it's been every time: "The adventure, the race and the people. I'm coming back because of all that. I'm looking forward to seeing previous competitors and making new friends."

Steering: primary: autopilots (four Autohelm, five Navico); secondary: self. **Food:** See above. **Motto:** "Endeavor to persevere." **Special thanks to:** Frank Gumbinger for help on the hull, Dair Sails and Cabrillo Boat Shop; daughter Lou for help sailing the boat to Oakland; wife for moral support.

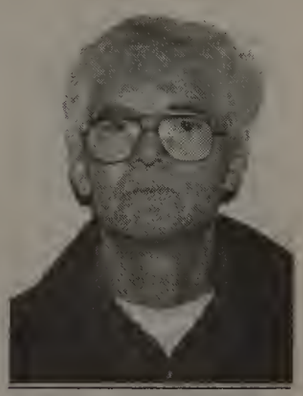
Barry Ruff

AXA Pacific — Wylie 39 (custom)
Vancouver

Probably the most experienced Pacific skipper among this year's participants, Barry has made 18 crossings between Hawaii and the mainland, including a (crewed) TransPac, a Vic-Maui and two previous Singlehanded TransPacs (in 1984 and 1990). The rest were mostly deliveries of boats back from the Islands.

Virtually a lifelong sailor, Ruff's youthful imagination was fired by the likes of Sir Francis Chichester. In the late '70s, Barry left his native England on an Ohlson 38, eventually winding up in Hawaii where he met members of the 1980 Singlehanded TransPac. He's been coming back every few years since, with bigger and better boats.

This year, Barry is sailing the culmination of more than a decade of work and dreams. *AXA Pacific* — the only sponsored boat in this year's race — is a custom, cold-molded Wylie 39 (lengthened to 40 feet by a transom scoop) that Ruff has been working to perfect since he got her as a completed hull and deck a dozen years ago. He'll be sailing for both a win and a record if it's in the cards.



Barry is more casual about sleep than most other competitors plan to be. "I used to get really fried trying to sleep for 10 or 20 minutes. Now I sleep for about an hour at a time and wake up naturally." Helping rest a tired mind is the proximity alarm on his radar, which he says "works very well."

Ruff may figuratively be 'smoking' across the Pacific this summer, but he won't be smoking *while* crossing. Barry's leaving the cigarettes on the dock and hopes he won't pick them up — ever again — on the other side.

Steering: primary: ComNav autopilot; sec-



ondary: self. **Food:** "English bachelor food: cans, cans and more cans!" Also lots of fruit and juices. **Special Thanks to:** "A few friends in Vancouver who helped enormously. They know who they are."

Jim Rumer

Killer — Express 27
Sausalito

Last-but-not-least entry Jim Rumer found a deal he couldn't refuse: in exchange for slip rent, upkeep and upgrades, owner Nikki Glass agreed to let Jim sail her Express 27 *Killer* in the Singlehanded TransPac. Glass and her brother had taken the boat on the last Pacific Cup, so it was already kind of set up for shorthanding, but like other Solo sailors, Jim was working furiously the last six weeks on getting the boat ready — and not believing how much time, energy and dollars it took. "I've been in autopilot hell for the last month," he says of the last big job he had just completed.

Jim raced to Hawaii in the '95 crewed TransPac, and delivered the boat back. On the latter trip, a rough one, the crew were seasick or so miserable much of the way that he sometimes felt as though he were singlehanding — "and I loved it!" He's wanted to do the Singlehanded TransPac ever since.



Unlike most racers, Rumer will be leaving many of *Killer*'s best sails on the dock, and taking as many old spinnakers as he can find. That way, if any blow up he won't feel so bad — and neither will his wallet.

Rumer plans to take 45-minute naps on the way, mostly during the day so he can work the squalls at night. But he reckons no matter what he *plans* to do, the sleep patterns will probably work themselves out — hopefully more efficiently than on the three-day qualifier, when he didn't sleep at all. "Between the weather and ship traffic and thick fog almost all the way in, I just didn't have time," he says. He admits to having some pretty weird 'lost minutes', though — "It's amazing how fast you can achieve full REM state without even trying," he notes.

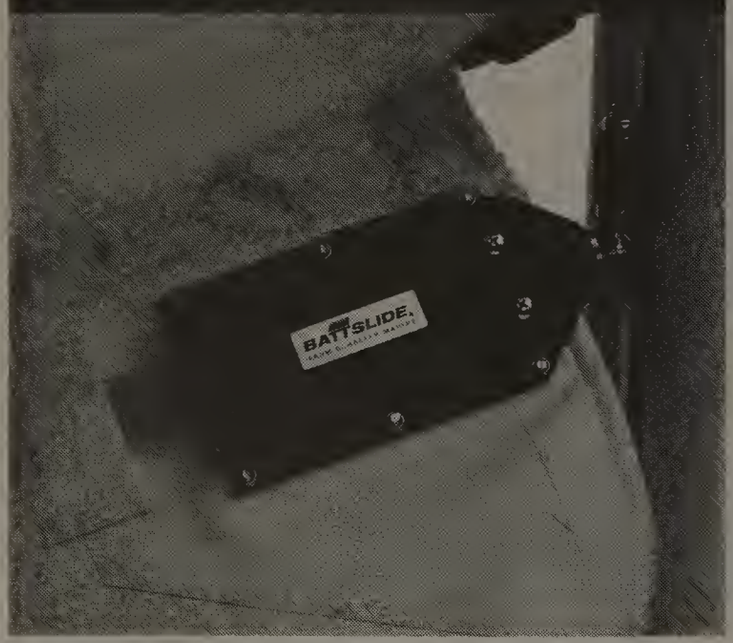
Steering: Autohelm 5000. **Food:** Dehydrated 'backpack' stuff, Instant Quaker Oatmeal (a favorite), canned peaches and "any chocoloate that won't melt." **Special Thanks to:** Nikki Glass, JP Plumley, Chris Johnson, Beda Pindell, Rich Morse, Will l'Anson and "my parents, who don't know about this yet. Ever since I started doing things like whitewater rafting and wilderness treks, Mom has a standing rule: 'Just tell us about it when you get back.'"

Steve Steinberg

Sol Man — Olson 30
Newport Beach

Some people do the Solo TransPac mainly for the feeling of personal accomplishment. Others do it mainly to win. Steve is one of the latter. Everything he's doing is geared toward getting him to Hanalei Bay faster than any monohull has gotten there before, from his choice of boat — Olson 30s have been class winners in four previous races — to his choice of

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reading material: "only weather and strategy books."

Steve, at the moment a 'marine mechanic,' found *Sol Man* on a trailer in Long Beach, where it had sat largely ignored since 1997. He bought the boat, gutted it, rebuilt everything from keel to truck, added a new boom and four new sails to the 7-bag inventory and brought it to San Francisco — all in less than 3 months before the start!

Steve plans to take his sleep in 30-minute naps totaling 6 to 7 hours a day. He'll wake up to the jangle of an alarm clock or off-course alarm. Like almost all racers going for the fastest possible passage, he'll do his own steering about 75% of the time.

Beyond the personal challenge, the Singlehanded TransPac serves as a stepping stone toward greater sailing goals. One day, Steve would like to compete in such events as Around Alone. If his solo boat handling skills are anywhere near as awesome as his boat prep talents, we'd say Steve is well on his way.

Steering: primary: self; secondary: Raytheon ST4000GP autopilot, Navico CX300 autopilot. **Food:** Alpine Aire MREs, trail mix, dried fruit, nuts, Balance Bars. **Special thanks to:** My wife, Eileen; Steve Brown and Jean Wong at Finco Fabrication; Bob Pyrah, Henry Knack at Pattison Sailmakers; Lonnie Reynolds.

Bill Stettiner

Tainted Love — Olson 25
Sausalito

The first question we asked Bill was what the heck a 'cartoon physicist' was. "Cartoon physics? That's explaining why the Road Runner can stand on thin air and Daffy Duck's face flattens when you hit it with a frying pan," says Bill. "I basically work for a guy who invents things and I tell him if they'll work in the real world or not."

Bill acquired the little Olson last fall and has been busy sailing and outfitting it for the race ever since. One work party in particular makes the boat really stand out from the crowd — the weekend he and friends coated the hull with several gallons of 'see-me-from-16-miles-away' yellow paint. Less conspicuous improvements include new rigging, new furler, new electrical system, lots of new deck hardware and several new Hood sails.



Bill plans to steer "until I go loony". Respite during his sleep time will be provided by autopilots. Power for the autopilots and other electronics will come from "a huge solar panel, a small generator. . . and several gerbils." Bill also mentioned the gerbils when asked about the food he plans to take, but, well, let's not go there.

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His favorite offshore meal? Ham, turkey, cheese and Tabasco sauce on a French roll — what else?

Bill was among the last TransPac 2000 participants to complete his 400-mile offshore qualifier. The mid-May slugfest featured 30 to 40 knots of wind, broken gear, speeds in the teens for a boat never designed to do them, getting pooped by a following sea and breaking several pieces of gear including the gooseneck. Compared to that, the Hawaii sail should be, well, cartoon physics.

Steering: primary: self; secondary: Autohelm 4000 autopilot. **Food:** See above. **Special thanks to:** "Greg Morris and my support team: Bob Gardiner, Ken Farmer, Roger Anderson, Jeff Johnson, Dan DeGruchy, Jack Robichou, Doug and Kathleen Engleke — and my Mom."

Anna Stockel

Sundowner — Santa Cruz 50
Santa Cruz

A late entrant, Anna completed her three-day offshore qualifier only a couple of weeks before the start of the 2000 Singlehanded TransPac. She arrived back



in the Bay on June 12, her 40th birthday. And it's no coincidence that she's chosen 40 as her official race number. "This event is a big birthday present I'm giving myself," she says.

Stockel, founder and CEO of the start-up company Nexcellence (a managed e-services provider) will be sailing one of the two big boats in this year's race, the Santa Cruz 50 *Sundowner*. This was the next to last SC 50 built by Bill Lee in the mid '80s — and had a distinctly different mission than her sisterships. Specially ordered by renowned cruiser/racer Hal Roth, hull #28 completed two BOC Singlehanded Round the World Races (As *American Flag* in '86-'87 and as *Sebago* in '90-'91). As Roth detailed in *Chasing the Wind* (the second of two books he wrote about his BOC experiences), this boat was rolled completely upside down in the Indian Ocean, came back up with her rig and sail (only the jib was up) intact and kept going.

Of course, Anna doesn't expect to encounter conditions anything like those on the crossing to Hawaii. She'll likely be more concerned with finding *enough* wind under the Pacific High to keep the boat moving well.

Anna has had a lot of 'flight time' aboard SC 50s, including two Pacific Cups and Coastal Cups aboard *Dolphin Dance*. She has also proven a competent singlehander aboard *Sundowner*, taking first to finish in the '99 Singlehanded Farallones and second across the line in '00. With a new Ballenger rig and several new North sails, the synergy for a fast run across the pond is there, even if she sails conservatively, as planned.

Steering: Alpha Spectra below-deck autopilot. **Food:** Fresh fruit, Slimfast, and home-cooked frozen meals. "I heat them in a pressure cooker filled with salt water ." **Special Thanks to:** "Bruce Schwab, Fred Hess, my sister Mary, my brother-in-law Glen Garfien, and my parents."

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DELTA CRUISE 2000

No matter how many trips you make to the Sacramento-San Joaquin Delta (or 'upriver' as many people call it), you can almost always find a new anchorage, a new 'quaint' restaurant — and frequently a new sandbar where there wasn't one the year before.

Summer 2000 in the Delta offers all these things, as well as a less-than-quaint addition to the Rio Vista restaurant scene — a McDonald's within walking distance of the shoreline. Civilization has arrived, apparently.



There are many places you can just pull into the bank like this. Back out at night to avoid bugs.

The big draw of the Delta is anything *but* the Golden Arches for sailors who head upriver to escape the cold and fog of what passes for summer in San Francisco Bay. The attractions for most people are the anchorages, seclusion and privacy, or plenty of diversions in the marinas and Delta towns that are easily accessible by water.

July marks the Delta's biggest boating blowout of the entire year — the fireworks display at Mandeville Island, put on by Barron Hilton (of hotel fame). This year the small stores and marinas in the area are bracing for up to 3,000 boats expected to try to anchor in Mandeville Cut, Three River Reach and even in the Potato Slough area to catch the show which will be held the evening of July 2 (Sunday) — not on July 4.

Of course, the fireworks show is only a small part of what goes on with that many boats trying to co-exist in a small space. To see what we mean, or the fireworks, or anything else upriver, you have to loosen the dock lines, check the tide tables and drag out the sails.

Warming up to the Delta

A trip to the Delta is a good reminder that sailing downwind is usually a lot more fun than beating into it. And from the Bay to the Delta, it just gets better as you scoot along.

On my 40-foot ketch, *Sabbatical*, we leave Alameda fairly early in the morning on our annual Delta vacation in order to catch the beginning of good breezes at Angel Island. We try to catch a flood tide, also, which if you time it right, makes it possible to zip all the way from the Bay to the deep recesses of the Delta in a single day with current pushing you the entire way. *Sabbatical*, however, almost always makes a stop in Vallejo, Benicia or Martinez for an overnight stay and restaurant feed before the crew has to rely on the captain's skill on the barbecue. All three towns offer good shopping for groceries, in case you left the dock in a big hurry or the lines at Albertson's were just too much to deal with.

Vallejo's Municipal Harbor is close to capacity this year and has few vacant slips, so if you want to make an overnight stop there, check ahead with the harbormaster. The old part of the marina is awaiting dredging and isn't being used. If you opt for a Martinez stop, go in slowly as there's a sandbar at the mouth of the harbor that at low tide will stop a boat with as little as a 5-foot draft. (*Sabbatical* draws 5 feet, which is how I know this.)

The sail across San Pablo Bay is always interesting, but the real line of demarcation is the Carquinez Strait, where a dramatic change in the weather — from fog to sun — is almost always evident. It's at this juncture that smart Delta travelers get out the sunscreen and apply it liberally. (*Sabbatical*'s crew always remembers sunscreen about an hour after it should've coated us.) As you pass under the Martinez Bridge and enter Suisun Bay, the temperature starts climbing very fast as foulies come off and white skin gets exposed to the sun maybe for the first time this summer.

First-time Delta travelers also frequently check their charts a dozen times as they approach the Martinez bridge. But unless you have a mast as tall as the state's tallship *Californian* (which hit it a couple of years ago) you should have no problem getting under the highway or the railroad trestle.



(And you should have a good set of charts aboard for this trip. In addition to NOAA documents, a copy of Hal Schell's Delta Map is a good item to take along. The backwater sloughs all start to look alike after a little while and charts can be a big help.)

Suisun Bay looks like a lot of water — and it is, except that much of it is only a few feet deep, offering Delta-bound boats their first good opportunity to run aground. The good news is, Delta mud in Suisun Bay (and most other places) is pretty forgiving and soft. The bad news: it has the consistency of oatmeal mixed

Even water skiing on the Delta is pretty laid back.





Potato Slough's three 'bedrooms' offer safe and comfortable shelter from the chop and wind of the main River.

with Krazy Glue and makes you covet those boats with a deck wash for their anchors and rodes. Should you run aground at anything less than Warp 10, you should be able to back off with your engine, or wait for that rising tide you are riding. If you run really hard aground, be careful not to suck up too much of that Delta mud into your engine intake while you try to back off.

The Suisun Bay channel is well marked and should be followed devoutly unless you have solid local knowledge. But be careful not to just follow other boats that seem to know what they're doing. They might, and then again they might have a swing keel, or bilge keels which lets them sail practically where the birds are standing knee-deep.

Suisun Bay is also where you frequently get to see the parade of boats returning from the Delta. While you're digging out the bathing suits and slathering on Coppertone, Bay-bound boaters are strapping on foul weather gear and hiding behind their dodgers. Don't smirk too openly, though. There but for the grace of the wind go you.

The smokestacks of Pittsburg can be seen more than an hour before you actually arrive there, but this landmark is a major decision point for your Delta cruise. To the north, Sacramento River, Cache Slough and Decker Island call out. To the west is the San Joaquin River which takes you all the way to Stockton or a branch trip up the Mokelumne River to an area called the Meadows. Both routes offer good cruising areas and stores (if you still need supplies).

Down the San Joaquin

By afternoon, the wind in the Delta is usually cranking about 20-plus knots in front of the Pittsburg power plant as you head toward Antioch. But once in the channel (as you pass the Pittsburg Municipal Marina), the wind drops a little as you make your way along the waterfront area. If it's a weekend, you are likely to see an advance guard of jet skis and an occasional Delta Destroyer (houseboat), a true sign you've made it to the real Delta. Past the Antioch Bridge, the channel takes some interesting twists and turns which you should follow carefully.

The first popular anchorage down the river, Potato Slough, is miles away from Antioch, but is listed in many cruising guides and easily spotted by all the sailboats masts. Don't be too dispirited by the number of masts in the anchorages as you approach. Many of the boats are taken up there early in the season and used like summer cottages. During the week, even though there might be 25 boats in one of Potato Slough's three "bedroom" areas, you might be the only boat with anyone on board.

Past Potato Slough the next major anchorage is Mandeville Tip, where the fireworks display is held. When not filled with people waiting for pyrotechnics, this anchorage offers plenty of space and good holding. Anyone a little rusty in their anchoring skills can practice here without too much danger. If it's beastly hot — and it frequently is — Mandeville gets some of the best breezes.

Anchoring in the Delta frequently means dropping a stern hook and running a line to a stout tree on the shore. This setup lets you move close to shore during the day when the wind howls, and back out at night when the bugs make you howl. Like everywhere else, you should take a few extra minutes to make sure your anchor is properly set. When channels get dredged (which is rare), the soft layer of mud that usually traps anchors get scraped up, resulting in anchors skipping across the bottom instead of holding fast.

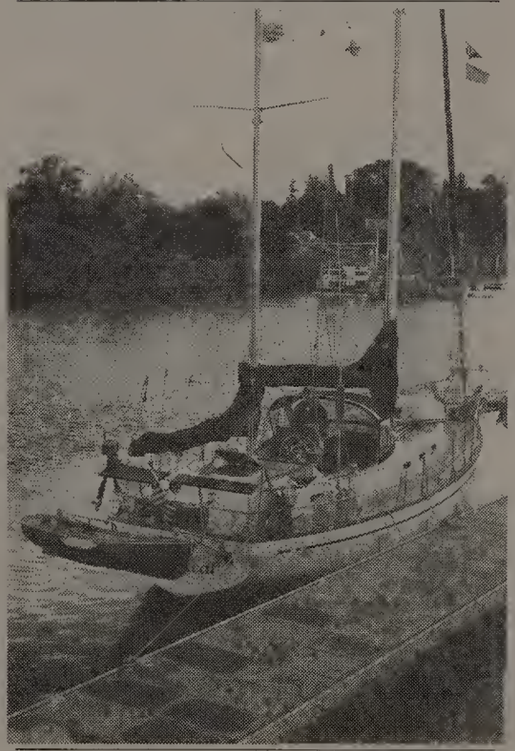
A half-mile upriver from Mandeville, on the south side of the channel is Three-River Reach, a broad shallow anchorage (8-10 feet deep) that gets shallower the further away from the main channel you get. It does offer a nice beach, although it's hardly a well-kept secret. On weekends, houseboats from nearby Paradise Marina and Herman & Helen's Resort head there like lemmings for the nearest cliff. Anchoring hint: Down near the beach, the soft mud isn't particularly good holding in a real blow. It's better to anchor closer to the main channel and take a dinghy down for beach time.



New friends — Mike and Frances Medina and Steve Dion in Hidden Harbor on 'Puma Feroz.'

Houseboats — Delta destroyers — can provide an incredible amount of entertainment, provided they don't include you by

fouling your anchor on their way in. It's a fairly safe bet that the operator of the DD has minimal boating skills, so either underway or in an anchorage, keep an eye on them. This year Herman & Helen's



'Sabbatical' at the new docks in Walnut Grove. Locke is within walking distance from here.

added a 56-foot houseboat to its fleet. If you're dying for a dip in a hot tub (or to see how the 'other half' lives), this is the rig to rent.

Herman & Helen's (up Little Potato Slough or a short dinghy ride from Three River Reach) is a good place to get basic supplies. But unless your boat is 30 feet or less, it's advisable to anchor somewhere nearby and dinghy over. The crosswind at the small guest dock and restaurant can be very strong and the other boating traffic (ski boats, jet skis, houseboats) all jockey for parking like Giants fans at Pac Bell stadium.

Past Three River Reach, virtually all the small sloughs offer some anchorages, all the way down to Lost Isle Resort at red marker 24. Lost Isle in the past has been the scene of numerous bar-clearing brawls, wet T-shirt contests, and plenty of general debauchery. This year — fortunately or unfortunately, depending on your point of view — the resort claims to have cleaned up its image and is just offering food, beverages and a very subdued atmosphere compared to years past. It's still worth a stop, but check your charts carefully. There's a sandbar near the entrance that's trapped many sailors who are focusing on the women's volleyball action instead of the channel.

Directly across from Lost Isle is Hog Island, which offers a good anchorage, and is popular with local sailors.

Past Lost Isle, the San Joaquin ship channel narrows appreciably. On a weekend, this makes for a wild combination of sailboats tacking out from the Stockton Sailing Club, water skiers, jet skis, and houseboats all vying for the same water.

An alternative to heading all the way down the Stockton Channel is to turn up the Mokelumne River, which branches off just before you get to Potato Slough. If you follow it north, you can end up in an area called the Meadows, a popular spot that in recent years has silted up in some places. When you turn onto the Mokelumne, you pass Korth's Pirate Lair, which has blocks of solid ice for sale, and Willow Berm Marina, which has a pumpout station. Unlike the relatively wimpy pumps on the docks around the Bay, Willow Berm's pumpout will practically suck your tank right out of the boat. This route also brings you to the east side of Walnut Grove, giving you easy access to the historic town of Locke and its centerpiece: Al the Wop's restaurant.

The Mokelumne entrance is a little tricky. Most sailboats go past the obvious (and western) entrance and head over almost past the mouth, hugging the east shoreline to get into the river. The trick is to go slow, and to keep the depth sounder on.

Up the Sacramento River

If you turn north at Pittsburg and head up the Sacramento, the sailing remains very good as you pass several windsurfing beaches that on weekends will have hundreds of windsurfers out buzzing around as you go by. There's little use trying to sail around them. In fact, it will soon become obvious most of the experienced ones want to get as close to your boat as possible to check you out and ask why you're reefed in the 25-plus knots of wind that are common on this stretch of the river. *Sabbatical* has never skewered a windsurfer on its anchor roller, at least not yet.

Past the curve in the river is Decker Island, an open anchorage that has good holding and deep water right up to the bank on the northern shore. Even on weekends there's plenty of room to anchor and there's a beach and rope swing. Decker Island can be entered from the south, which gives you a nice long — and protected — run to drop your sails and



This ain't L.A. If you want to stress out, don't plan a trip to the Delta.

get set up for anchoring. A faster sail is to continue in the main channel and turn at the Three Mile Slough Bridge, anchoring just inside the northern tip of the island as close to the rope swing as possible. Even if you don't feel up to climbing the venerable oak that has served as a jumping platform for many years, listening to screams of those who do brave the 25 foot drop is worth it.

About a half mile away (via Three Mile Slough) is the Outrigger Marina and Resort which has live music on the weekends and great onion rings. Although it has some guest docking for large boats, once again it's better to go by dinghy to avoid the fast currents that are reminiscent of the guest dock at the Sausalito Yacht Club. The Outrigger has fuel, ice and, of course, beer.

The Decker Island anchorage is a good place to ponder three cruising possibilities: you can head north and go up Cache Slough into some serious backwater Delta spots that are quite secluded. You can go north but head up the Sacramento River to Isleton, Walnut Grove, Locke, or even all the way to downtown Sacramento. Or you can get the Three Mile Slough Bridge to open and let you go through Three Mile Slough (past the Outrigger restaurant), which at its southerly end hooks back up with the San Joaquin River. If you choose this third route, stay in the extreme right side of the channel as it enters the San Joaquin River and go out at least several hundred yards past where it seems to be safe before making your turn. The shoal extends well past what the charts indicate and at low tide can be as shallow as 2-3 feet.

Opting for either of the northern routes, you will pass Rio Vista, which has some landmark restaurants like Foster's Bighorn — wherein you can enjoy excellent food which you eat in the shadow of scores of stuffed animal heads from a former owner's safaris of years past. There's also an excellent pizza place, aptly called the Pizza Factory, and several other

ALL PHOTOS MICHAEL FITZGERALD EXCEPT AS NOTED

good restaurants. Rio Vista is also home to Lira's Market, the closest thing to a major grocery store in the Delta. It's more than a mile from the city dock, however, but does have fresh produce, a butcher shop, and all other amenities. Note that the city does not allow overnight stays on the city dock and the surge usually requires that someone stay on the boat during the day.

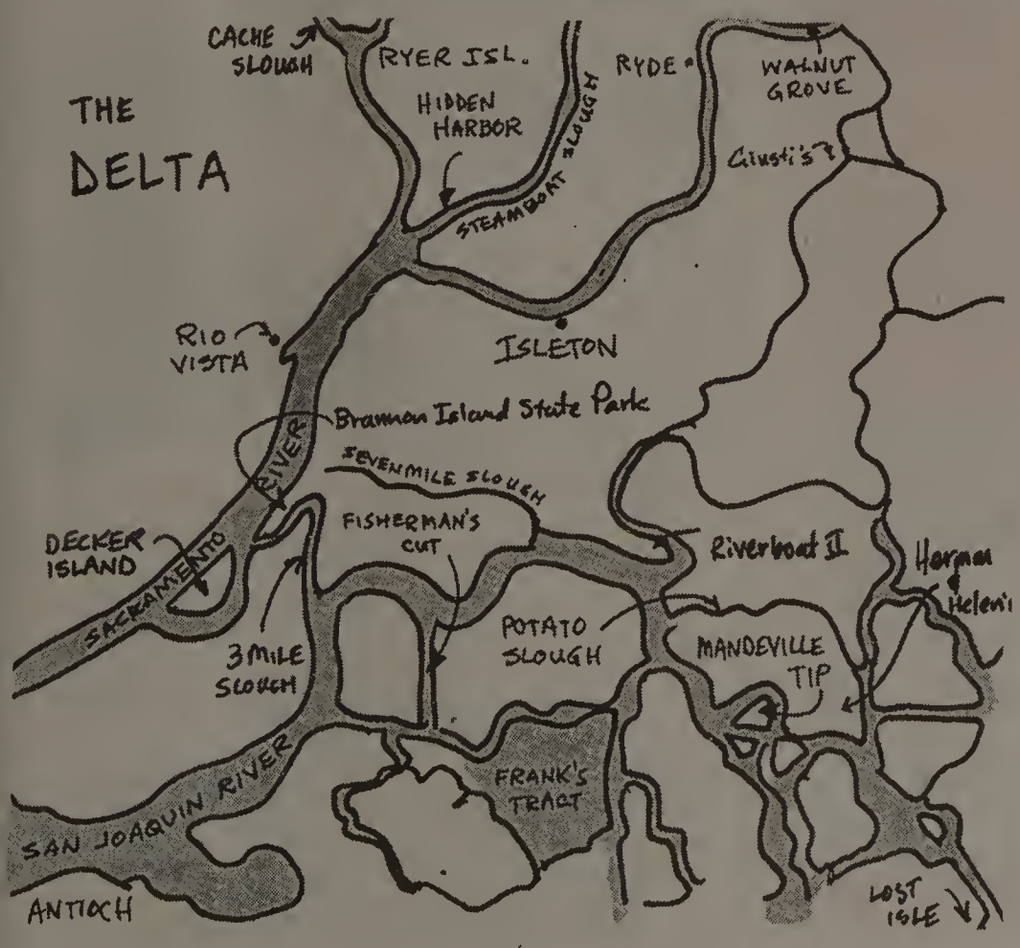
Going north from Rio Vista — which requires calling the bridge operator on Channel 9 and asking for an opening — the Sacramento River channel veers off to starboard, while the deepwater channel, Cache Slough and Steamboat Slough are ahead. The Sacramento River offers a number of interesting places to stop, such as Isleton, Locke and Walnut Grove. Walnut Grove last year installed a first-class public dock which makes it easy to tie up and tour both Walnut Grove and Locke (a half-mile up the road). The public dock even has a wheelchair lift/elevator. Walnut Grove has four grocery stores, all smaller than Lira's in Rio Vista but well-stocked. Be advised that this route, while interesting and popular, offers few protected anchorages, and the current runs fiercely.

Off the Sacramento River at Walnut Grove is Georgiana Slough, a long meandering waterway that connects the Sacramento to the Mokelumne (and the San Joaquin). Although fairly narrow, there are spots to tie up to the bank along the way. North of Walnut Grove is Steamboat Slough, a popular summer anchorage. A bridge guards the entrance to that channel also, but the operator is quite accommodating.

The current also runs strongly through Steamboat Slough and anchoring requires a bow and stern set-up — in this case the line to shore will keep you from drifting out into the middle of the channel.

For the truly determined, it's possible to run all the way to Sacramento on the main river channel, but past Freeport, a current of from 1-3 knots runs almost constantly making it a long motor trip to downtown. The return trip, however, is a sleigh ride.

If seclusion and privacy are in your destination plans, Cache Slough, north of the Rio Vista Bridge, offers plenty. To get there, follow the deepwater ship's channel past Hidden Harbor Marina (at the confluence of the channel and Steamboat Slough's western end), but when the ship's channel turns into a wide ditch, turn to port and head west again. Only a few fisherman and dedicated water skiiers venture up into the area, which during the week is completely deserted.



Delta Basics

All Delta-bound vessels should carry sunscreen, an awning to keep sun off the cockpit and enough beverages and water for a platoon. Temperatures in the Delta can go over 100 degrees for days at a time and sunburn is a major hazard.

An awning can be as simple as a bedsheet tied across the boom, or one of those ubiquitious blue tarps (frequently referred to as a K-Mart bimini). Even with an awning up, there's enough reflected sunlight off the water to give you a nice tan/sunburn without much effort on your part.

Water toys like inflatable rafts are also a must — at least one toy per person. The only escape from the Delta broil is to get in the water and stay in until your body cools down. You might be able to tread water quite smartly, but doing it for an hour with a beer in your hand is not recommended. Lifejackets, by the way, do not count as toys, though they certainly will work in a pinch — and aren't a bad idea to wear while enjoying the real toys.

High on your list of must-brings for the Delta should be bug repellant and some screening material for hatches. Right at dusk, mosquitos and no-see-ums rise off the islands in the Delta like a bad remake of *Night of the Living Dead*. Some liberal doses with Avon Skin So Soft (or Cutter's) can make the situation survivable. If you don't have screens for all your hatches (and what Bay boat does?) bring a roll of plastic screening material and plenty of duct tape. Your ability to improvise screens will improve exponentially after the first few mosquitoes buzz you into sleeplessness. Citronella candles, by the way, are not of much use in the Delta. In the cockpit, the wind is usually blowing too hard to do much good, and the last thing you want below are some smelly, heat-generating candles.

A good first-aid kit is a must for a Delta trip. Bring along any items you might keep handy at home (Benadryl, allergy medicines, etc.) because pharmacies are scarce. The closest-to-the-water pharmacy is located in Rio Vista, about a half mile from the city docks. Be advised it's a small private concern and only open during the day.

And don't forget a good dinghy, perferably something that has an outboard and can carry four people — or two people with several cases of beer and 25 pound blocks of ice. Like Mexico cruising, in the Delta, your dinghy is your real transportation much of the time.

Restaurants and Eateries

After three nights at anchor, the crew of *Sabbatical* usually stages a revolt and demands a shoreside hamburger and fries — sometimes more exotic fare if the skipper's cooking has really alienated them. If you are anchored in Potato Slough and have a reasonably good dinghy, Riverboat II and the Lighthouse (both near the entrance of the Mokelumne River) are relatively easy to get to. Both places offer live music on the weekends and good food. Riverboat II is more traditional (and costly) than the Lighthouse. Both have docks that can accommodate a flotilla of dinghies.

Further upriver, Lost Isle and Windmill Cove have good food available. Up the Sacramento River, Walnut Grove has several good restaurants (including a Pizza Factory owned by the same folks as the eatery of the same name in Rio Vista). Historic Locke, a short walk up the road, features the famous Al the Wop's, where steak sandwiches are the food du jour, every day.

If you are in the mood for something a little fancier, the Ryde Hotel has a full menu, a guest dock, and even offers local wines produced by nearby Six Hands Winery of Isleton. Although its name, Delta Red, suggests something with a screw top, owners Peter and Richele Marks say Delta Red compares favorably to big name wines. The winery itself is a short walk from downtown Walnut Grove, and will arrange special tours.

The Long Slog Back

One reason not to be too smug as you sail up to the Delta is that eventually you will be going back to the Bay. And then *you* will be the one all the Delta-bound boats are smirking at. Unless you leave your boat up in the Delta until late September or October, just accept the fact that it's going to be a cold, wet, windy trip.

On *Sabbatical*, we watch the tides carefully, and try to leave early in the morning from whatever Delta anchorage or harbor we're in, so that we hit Pittsburg and Suisun Bay at slack water, just before an ebb. If there's a strong breeze blowing and a strong ebb has been running for a few hours, Suisun can churn up into a very unpleasant brew, although the first few miles are usually the worst. (Suisun Bay should be featured in ads by companies that build dodgers. One trip across without one will make a convert out of anyone.)

In Suisun, it's almost always a straight motoring trip into the teeth of the gale. After many years of visiting the Delta, I remember only once, years ago, where a light northerly made for a beautiful sail across. But that kind of wind is almost as rare as sightings of whales in Rio Vista, so plan on putting some hours on your engine.

After Suisun Bay, *Sabbatical* usually makes a stop at Benicia or Vallejo to await the next favorable ebb tide, unless the weather is just perfect for a run the rest of the way to the Bay.

That's only happened once, too, the same summer trip we had the northerlies in Suisun Bay.

— michael fitzgerald

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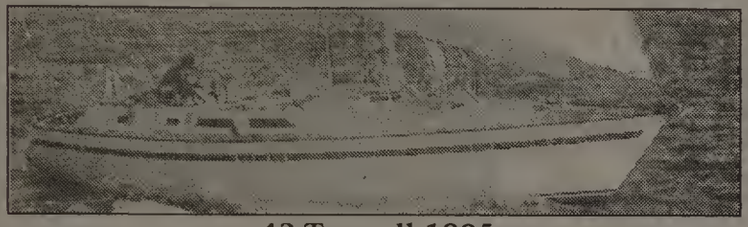
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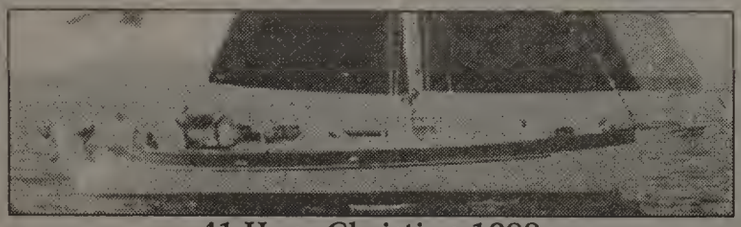
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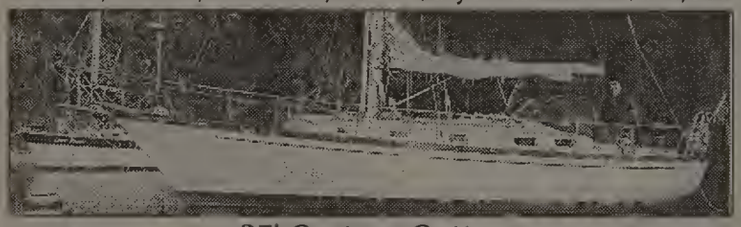
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MASTER MARINERS 2000



— WOOD VIBRATIONS

If Mother Nature had a drive-up window, you couldn't order better weather than that enjoyed by Bay sailors over the Memorial Day weekend. Particularly Saturday, May 27 when Mom Nature 'supersized' the Master Mariners Regatta with brilliant sun, negligible current and a robust westerly that once again sent the Bay's classic yachts flying around their various courses in one of the few regattas of the year that is as much fun to watch as it is to participate in.

The Master Mariners traces its roots back to the 1800s when men sailed for work instead of play. And don't worry — that's the extent of the history lesson this time around. There's too much fun stuff to talk about in the present. In fact, the only reason we mention the history at all is because this year for the first time there was a direct tie-in between the 'old' Master Mariners Regatta and the 'new' one. That was the class win by Jens Hansen's bright red Bird Boat *Robin*.

"It was the first time a Hansen has won it in 129 years," exclaims Jens. "I have a gold lapel pin at home that was awarded to my great grandfather (also named Jens) for winning his class with the sloop *Julia* in 1871!"

This all-in-the-family story doesn't stop there. Jens' father, J. Everett Hansen, was the second owner of *Robin*, which was built by Lester Stone and had the reported distinction of being the first red sailboat on the Bay. In fact, she was supposedly the first boat of any color other than white or black to sail our local waters.

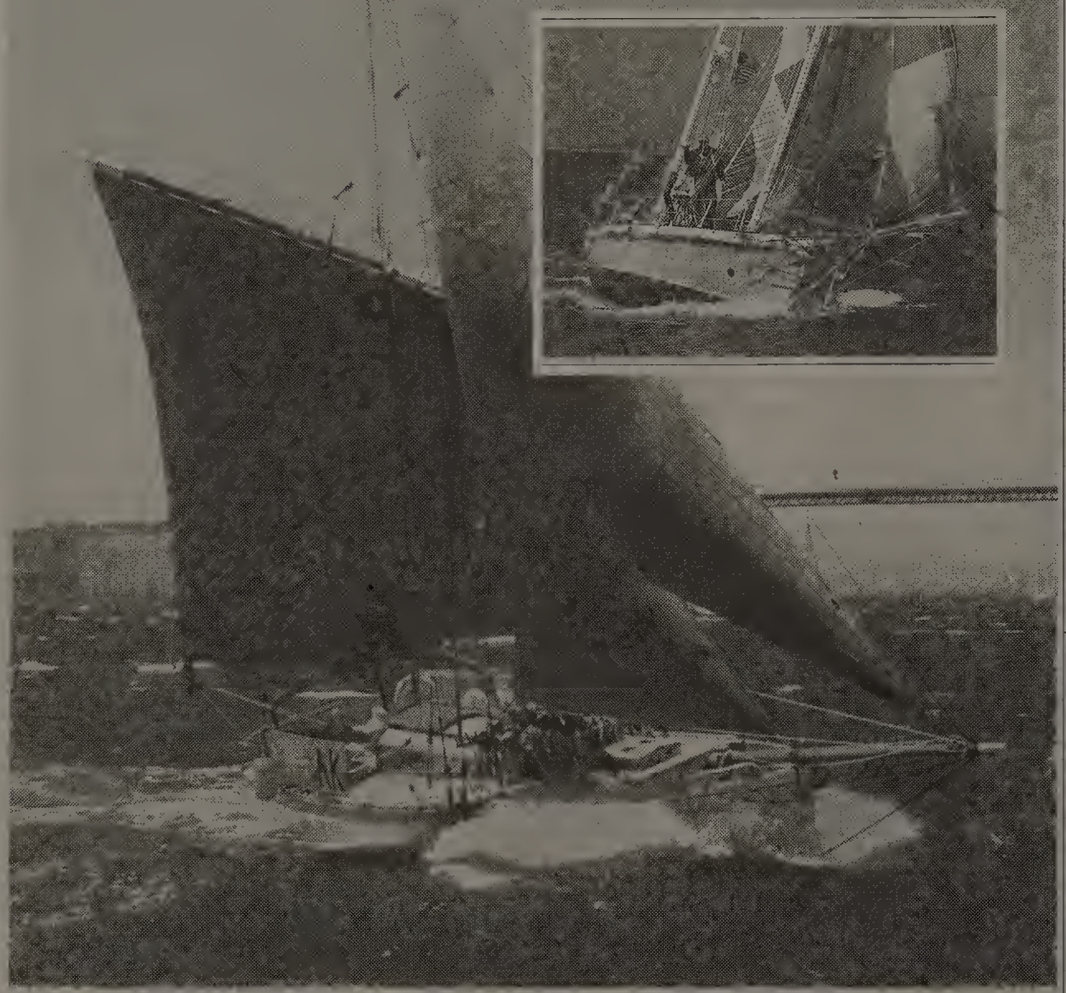
The elder Hansen owned the boat from 1931 to 1948, the heyday of the Birds, and won his share of trophies with her. Jens' first taste of sailing was aboard *Robin*,

(continued on page 156)



'Ouessant' leads the charge of the Farallone Clippers. She went on to take second in Ocean II.

MASTER MARINERS 2000

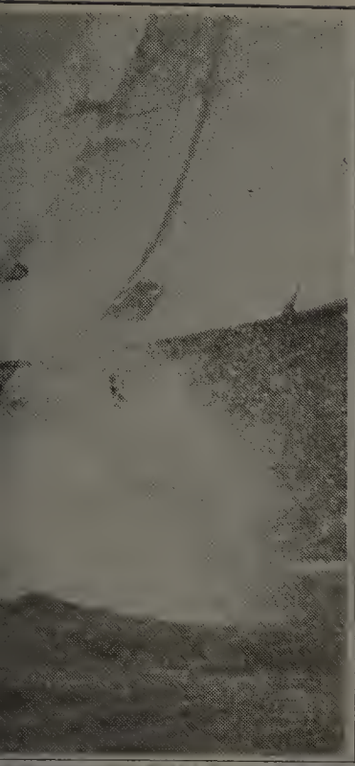


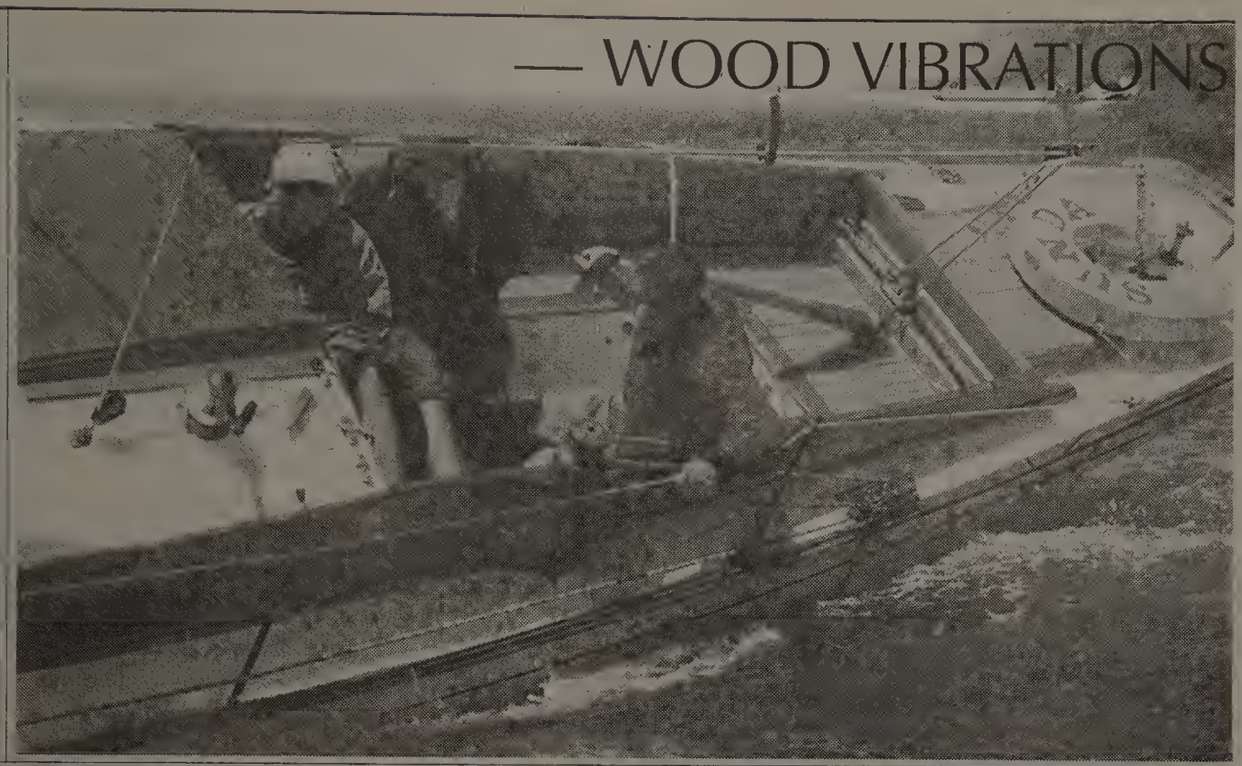




On the green at the Masters (clockwise from above) — 'Baggy Wrinkle' hails all the way from Alaska; (inset) 'Briar Rose' in the homestretch below Treasure Island; it was a wet and wild regatta; 'Sunda's Ian Rogers was the regatta's youngest skipper (he graduated from high school a couple weeks after the regatta); 'Irolita' got second in Marconi II; the always spiffy-looking crew of 'Simpatico' on their way to a 'booming' win in Marconi III. All photos latitude/jr.







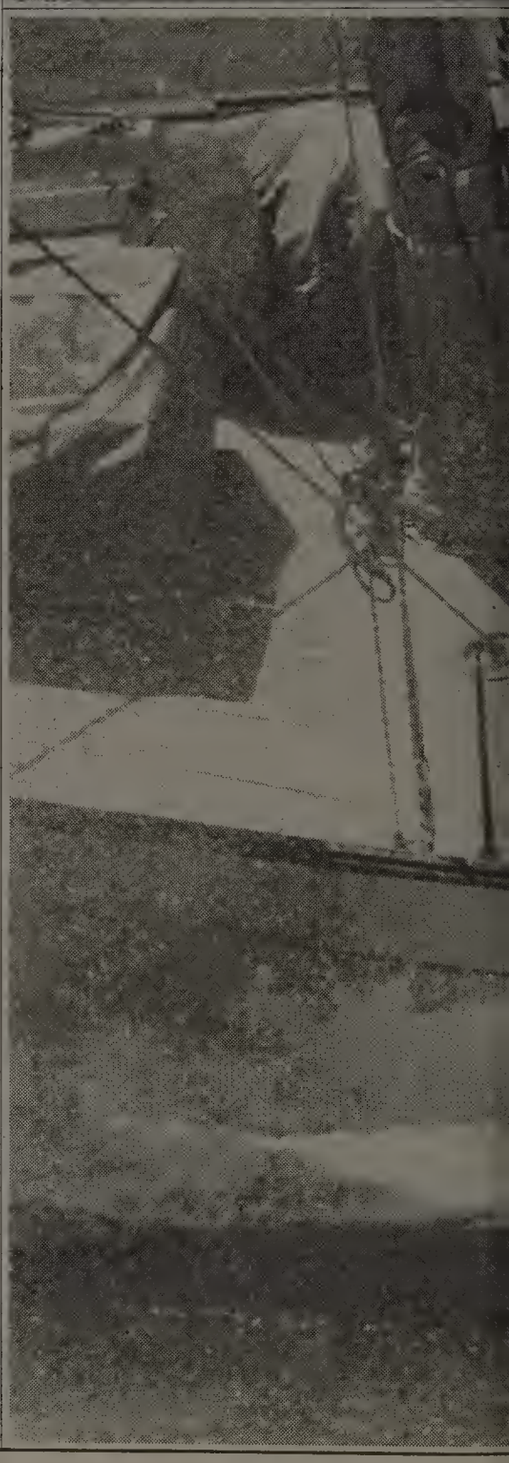


MASTER MARINERS 2000

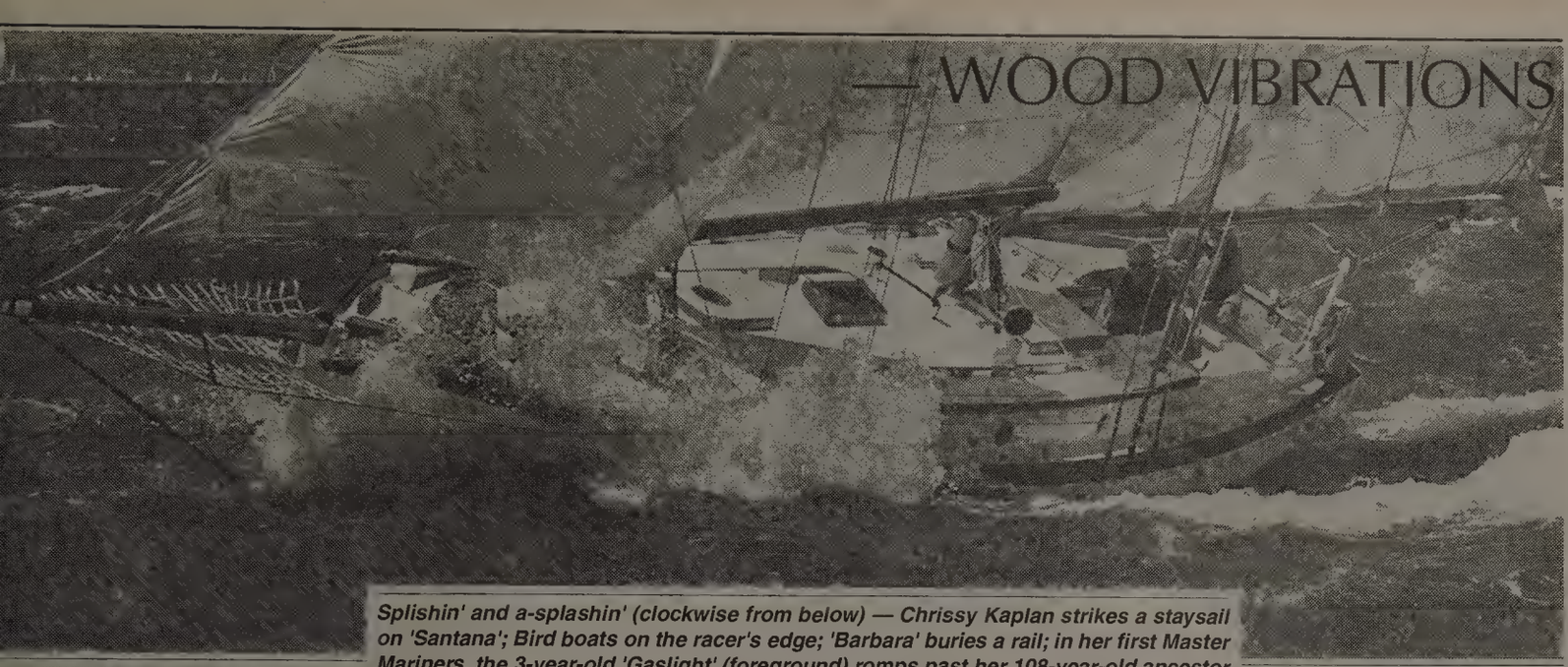












Splishin' and a-splashin' (clockwise from below) — Chrissy Kaplan strikes a staysail on 'Santana'; Bird boats on the racer's edge; 'Barbara' buries a rail; in her first Master Mariners, the 3-year-old 'Gaslight' (foreground) romps past her 108-year-old ancestor 'Alma;' Southern California entry 'Lone Fox' punches a wet one en route to a win in Ocean I; 'Regulus' puts the pedal to the metal.

as were his first steps: "I learned to walk in the cockpit of that boat," he says.

Jens kept loose track of *Robin* in the years after his father sold her. When she came up for sale in 1989, he brought her back into the family. Eight years of spare-time, out-of-the-water restoration followed, which included replacement of the entire deck and cockpit, and half the planking. The finishing touch just before relaunch this spring was a gleaming new coat of red paint.

Robin's first post-restoration sail was a YRA race the day before the Master Mariners, where she took second. As mentioned, she took first in class at the Mariners. She also took first in her next YRA race and at the St. Francis Woodies Regatta a couple of weeks later. Part of that success is due to the *next* generation of Hansens. "My sons John and Jeff race the boat," notes Jens.

The feel-good finale to this tale: *Robin*'s win earned her the J. Everett Hansen perpetual, which Jens had donated to the the Master Mariners in 1990 in memory of his father.

In a *Twilight Zone* plot twist, there was another first-time participant in the Master Mariners that was also bought, sold and rebought by the same family — and was also named *Robin*! Both it and the Hansens' Bird were even built within a year of one another in the late '20s.

The similarities end there, however, as Paul Heath's Q-Class sloop spent most of her formative years racing on the Great Lakes. Another difference is that the long, low, lean, tall-rigged Q was built for a lot less breeze than the wind machine supplies on San Francisco Bay in the summer. "We were way overpowered practically the whole race," laughs Paul. "But we still had a blast!"

Sharing the blast was Paul's father, who owned *Robin* from 1979 to 1992. Paul's brother Mark, and his cousin Kevin were also aboard. (Vicki and Sue rounded out the crew complement.) Kevin was instrumental in the 'reunion' of *Robin* with the Heath family. He's the one who spotted the boat in *WoodenBoat*'s classifieds and notified Paul, who bought her and trucked her out to Moss Landing.

Yet another 'first timer' who waited almost as long as Jens Hansen to debut his boat was Billy Martinelli. Billy's friendly face is familiar to many along the Sausalito waterfront where he makes his living as a shipwright and woodworking specialist. The youngest member of the

2000 Master Mariners Regatta

Place	Vessel	Year	LOD	Designer/Rig	Owner	Elapsed Time
BIG SCHOONER (16.7 mi.)						
1	*Bay Lady*	1989	65'	Washburn Daughty gaff sch.	Rendezvous Charters	2:45:44
2	*Valkyrien*	1928	58'	Bailey staysail schooner	Dean Gurke	2:52:27
3	*Hawaiian Chieftain*	1988	65'	Richards square topsail ketch	Central Coast Charters	3:36:41
4	*Gaslight*	1997	50'	Martinelli scow schooner	Billy Martinelli	4:02:54
5	*Alma*	1891	60'	Steiner gaff scow schooner	National Park Service	4:33:00
–	*Talofa*	1929	72'	Bagley staysail schooner	S. Phillips/K. Noble	DNF
OCEAN I (17.1 mi.)						
1	*Lone Fox*	1957	64'	R. Clark ketch	Christopher Von Trampe	2:17:20
2	*Santana*	1935	55'	S&S schooner	Paul & Christine Kaplan	2:28:42
3	*Cheerio II*	1931	46'	W. Schock yawl	Richard McNish	2:53:45
4	*Bounty*	1950	52'	S&S yawl	Dan & Sue Spradling	2:46:11
5	*Pegasus*	1972	45'	Alden Marconi ketch	Nautilus of America	2:52:36
6	*Robin*	1928	52'	Paine sloop	Paul Heath	2:48:24
OCEAN II (17.1 mi.)						
1	*Spirit*	1960	34'	Sparkman/Stephens sloop	Ann & Steve Lewis	2:27:32
2	*Ouessant*	1957	38'	Farallone Clipper	Gene & Pat Buck	2:38:41
3	*Chorus*	1958	38'	Kettenburg sloop	Peter & Kathleen English	2:28:51
4	*Echo*	1957	38'	Farallone Clipper	Jack Coulter	2:39:16
5	*Credit*	1952	38'	Farallone Clipper	William & Janice Belmont	2:41:51
6	*Sunda*	1941	35'	Seaborn sloop	Ian Rogers	2:52:10
7	*Cedalion*	1959	38'	Farallone Clipper	Chris Hammond	2:46:39
–	*Mistress II*	1955	38'	Farallone Clipper	National Maritime Museum	DNF
MARCONI I (15.5 mi.)						
1	*Bolero*	1946	44'	Davis Island Clipper sloop	Tim Murison	2:20:49
2	*Bright Star*	1935	53'	Edson Schock cutter	Ted & Laddie Hall	2:12:40
3	*Mossie Estelle*	1955	41'	Owens/Hinkley cutter	Robert Cart	2:33:51
4	*Radiant*	1955	41'	Owens/Hinkley cutter	Jonathan Kitchen	2:37:20
5	*Barbara*	1932	52'	Alden staysail schooner	Robert Klemmedson	2:38:20
6	*Rowena*	1964	49'	Rhodes cutter	Warren Sankey	2:36:31
7	*Mangareva*	1951	40'	Dallmoore sloop	Mark & Gail Strong	2:55:42
MARCONI II (15.5 mi.)						
1	*Nautigal*	1938	38'	Myron Spaulding sloop	Jeff & Karen Stokes	2:36:20
2	*Irolita*	1953	40'	S&S Loki yawl	Michael Freinberg	2:41:22
3	*Sea Biscuit*	1940	36'	Sea Dawn Crocker ketch	Philip Gale	2:58:17
4	*Wanderer II*	1931	38'	W.F. Stone schooner	Roy Sobert	3:03:24
5	*Farida*	1960	38'	Atkins/Archer ketch	Mike & Sue Proudfoot	2:52:01
6	*Holganza*	1941	36'	Popoff yawl	Frank Ecker	2:58:45
7	*M'Lady*	1937	38'	Ulstrup sloop	Yasuko Tomizawa	2:49:51
8	*Stroma of Mey*	1936	37'	Freeman ketch	Dee Dee Lozier	3:07:51
MARCONI III (15.5 mi.)						
1	*Simpatico*	1965	35'	Wm. Garden ketch	Tom McGowan	3:24:15
2	*Pampero*	1947	34'	Rhodes Windward sloop	Chris Newell	3:25:28
3	*Night Wind*	1939	30'	W. Atkins sloop	Randall Stockstill	2:59:27
4	*Eclipse*	1940	31'	Knut Reimer cutter	Louis Nickles	3:04:12
5	*Kaia*	1964	34'	W. Atkins cutter	Alan Langmuir	3:41:39
–	*Rampant*	1957	35'	A.C. Robb Lion	TC Gerrard	DNF
–	*Heart Song*	1938	30'	Angleman sloop	Carol Von Haden	DNF
MARCONI IV (13.3 mi.)						
1	*Biscuit*	1937	26'	Seabird yawl	Bill & Shirlee Richman	2:16:25
2	*Duchess*	1940	26'	Seabird yawl	John Tucker	2:24:50
3	*May Yan*	1958	25'	Pacific Clipper	Bruno Heidrich	2:10:48
4	*Cybele*	1958	25'	Pacific Clipper	Bill & Grace Bodle	2:14:53
5	*Cubana*	1939	28'	Rhodes sloop	Greg Rothrock	2:21:28
6	*Pisces*	1933	26'	Ashbridge sloop	Kurt Eichstaedt	2:13:42
7	*Goza*	1940	28'	Big Bear	Michael Pope	2:10:44
8	*Debutante*	1958	25'	Debutante sloop	Fred Gerard/P. Vallejo	2:16:23
9	*Kaze*	1951	23'	Maya	Elizabeth Rosa-Diaz	2:25:07
10	*Moonshine*	1938	30'	E. Schock cutter	Pepe Vallejo	2:34:37
11	*Westerly*	1939	30'	S&S Dunnigan sloop	Dan Frederick	2:15:42
12	*Ragnarok*	1962	30'	Modified H-28 ketch	Richard & Carol Ponzio	2:30:27
13	*Chu Jitsu*	1964	30'	Modified H-28 ketch	Monty Leswing	2:31:29
14	*Camembert*	1952	23'	Bear	John Fenger	2:42:57
GAFF I (15.3 mi.)						
1	*Nightwatcher*	1978	42'	Chapelle schooner	Ken & Patty Godshalk	2:38:30
2	*Brigadoon*	1924	50'	L.F. Herreshoff schooner	Terry & Patti Klaus	2:24:24
3	*Johanna*	1987	41'	Alden cutter	Richard & Sharon Ruddick	2:46:35
4	*Frith of Wiese*	1935	55'	Colin Archer ketch	Rich McMullen	2:49:59
5	*La Sirena*	1963	42'	Chapelle schooner	Glenn Burch	2:54:09
–	*Fiona*	1912	42'	English cutter	Don Burns	DNF
GAFF II (15.3 mi.)						
1	*Black Witch*	1949	32'	Winslow sloop	Craig Swayne	2:33:47
2	*Makani Kai*	1970	34'	Angelman Sea Spirit ketch	Ken & Christine Inouye	2:43:32
3	*Regulus*	1946	36'	Crocker schooner	Ed & Linda Witt	3:05:43
–	*Polaris*	1906	34'	Pumpkin Seed ketch	R.W. & C.F. Bressler	DNF
GAFF III (13.3 mi.)						
1	*Brier Rose*	1939	30'	Hanna ketch	John Ough	2:27:02
2	*Bull Frog*	1947	30'	Garden ketch	Robert Brisco	2:29:18
3	*Baggy Wrinkle*	1984	26'	Lyle Hess Cutter	Nicole & Jason Tilley	2:46:29
BIRD BOATS (15.5 mi.)						
1	*Robin*	1929	30'	Alden sloop	Jens Hansen	2:33:29
2	*Oriole*	1928	30'	Alden sloop	Scott McFarland	2:34:35
3	*Skylark*	1927	30'	Alden sloop	Jane Hook/Peter Brosig	2:35:29
4	*Petrel*	1928	30'	Alden sloop	Pierre Joseph	2:36:04
5	*Curlew*	1922	30'	Alden sloop	Jim Josephs	2:36:59

'old guard' along the waterfront, he has raced many a Master Mariners over the years on other people's boats, most notably Harold Somers' German Pilot schooner *Wander Bird*.

For the last seven years, the main object of Billy's attention and affection has been *Gaslight*, a modern version of the scow schooners that once plied Bay waters by the hundreds. Martinelli conceived the design of the boat himself, tweaking the old designs where needed to achieve Coast Guard certification as a charter vessel. Alameda designer Carl Schumacher put together the actual plans and Billy and some friends welded up the steel hull half a decade ago.

Work has progressed steadily, as time allowed, ever since. It was not until recently however, that Billy finally got sails for the boat. Jim Leech of Ulman Sails supplied the suit of 'Egyptian dacron' (dacron dyed tan to resemble the cotton sails of old) for the boat. Watching her slip gracefully across the Bay under a cloud of new canvas, we couldn't help but conjure images of Cinderella at the ball, whirling across the dance floor in her sparkling fairy godmother dress.

Hyperbole aside, *Gaslight*'s performance pleased everyone, particularly the skipper. "She moves very well, and points a lot higher than I expected," says Billy, who was helped out aboard by, among others, Harold Somers, Carl Schumacher, tactician Larry Conners and bowman — and sponsor — JP Plumley of JP Boatworks. "We all agreed to have a fun, no-pressure race," says Billy, "but when the gun goes off, JP kind of goes crazy. He really motivated us to get the most from the boat."

Martinelli also allows that *Gaslight* had some of the best 'marksmen' aboard. In a nod (and a wink) to race history — when a common prize for a winning ship was a ton of potatos — a few years ago race organizers came up with a novel solution to an old problem: sometimes the big schooners have a hard time rounding marks. So, for the last several years, the big boats have been given buckets of potatos at the pre-race luncheon. If they can't make it around a mark, hitting it with a thrown potato counts as a rounding.

Captain Mike and his hearties on *Hawaiian Chieftain* had a neat and appropriate twist on this maneuver: a broadside. "I think everyone in the whole crew — including me — were tossing spuds at the same time," says Mike.

As with years past, a couple of entries that journied here from Southern California did very well. They were Christopher Von Trampe's lovely 64-ft ketch *Lone Fox*, which took first in Ocean I, and Richard McNish's 46-ft yawl *Cheerio II* which took third in the same division. In between was another recently restored beauty, the locally-based 55-ft *Santana*, which raced for the first time in almost 60 years under her original schooner rig. (She had been converted to a yawl in the '40s and retained that rig until last year.)

But Southern California was nothing compared to Nicole and Jason Tilley's hailing port. This young couple were on their way south from Alaska aboard their beautiful little Lyle Hess cutter *Baggy Wrinkle* and just happened to be in town at the right time to do a little racing. They easily won the event's long-distance award.

If you've read this far, you may be wondering if there were *any* returning veterans to this year's regatta. The truth is, about 80 to 90% of participants are returnees. In fact, most are 'multiple offenders' with 5, 10, 15 or more Master Mariner's Regattas under their keels.

Perhaps the veteran that in 2000 best illustrates the fun, dedication and loyalty of this great group of sailors is Tom McGowan and the mighty crew of his Garden Mariner 35 ketch *Simpatico*. This year marked their third win in a row in Marconi III, and it was by far the hardest-earned. While practicing for the Saturday race on Friday, the main boom exploded into kindling around 1:30 p.m. By the time the crew sat down for their annual crew dinner at the Corinthian YC seven hours later, they had built an entirely new boom — from scratch!

"All 13 crew pitched in," says Tom. "Two went to the lumber yard to buy 18-ft Douglas Fir 2X6s. Others drove from one chandlery to another getting fittings and epoxy. The crew of the Master Mariner *Pisces*, just down the dock from us at Point Richmond, lent us cordless power tools. As soon as one piece of equipment was removed from the old boom it was attached to the new one. . . ."

The 'Waterworld' boom might not have looked as snazzy as the original hollow spruce spar it replaced, but it did the job for their regatta win. And it grew on Tom. "Originally I intended it as a temporary replacement. But I've decided it's too much a part of the boat's history to take off. So I've sanded off the rough edges and given it a coat of varnish — it's now our permanent boom!"

Old boom or new, *Simpatico* has never lacked for snazziness on the race course. In years past, the crew has raced in 'traditional old wood boat' uniforms — white slacks and shirts, ties and blue blazers for the men; white tennies, blue bell bottoms and midi blouses for the ladies. This year, says Tom, "they were too good. The 13 people who had begun sailing with me as friends were now a crack crew. So — spurred on by the pictures in *Latitude* of identically-attired crew on zillion-dollar yachts — this year they deserved to be treated the same way." As you'll notefrom the photo in the preceeding pages, *Simpatico*'s crew were dressed in matching foulies, turtlenecks and polo shirts all sporting the boat's 'walking cat' logo.

(*Simpatico* may also have the farthest-traveling crew of this year's regatta. Glen Campbell flew in for each practice session, and the regatta, from Rhode Island!)

There are a million other stories out there about this and any Master Mariners. We hope the photo collage on the preceding pages takes care of a few more of them because we're out of space here. If you won, congratulations. If you lost, congratulations anyway. If you were out spectating, we'll even congratulate you. The only ones coming up short are those who weren't out on the water that day. The crowds of thousands may not line the hills to watch the Master Mariners Regatta like they did in the old days, but it's still better than anything on the boob tube.

— latitude/jr

SPECIAL AWARDS

Lyle Galloway Memorial (best elapsed time in under 30 feet LOD, any rig)	*Goza*
Billiken Trophy (best elapsed time under 30 feet LOD, gaff rig)	*Brigadoon*
Dead-Eye Trophy (best elapsed time over 30 feet LOD, any rig, non-Ocean class)	*Bright Star*
Baruna Trophy (first to finish, Ocean I Division)	*Lone Fox*
Aloha Trophy (best elapsed time 30 to 40-feet LOD, Marconi)	*Nautigal*
Kermit Parker Memorial (best elapsed time, Gaff II Division)	*Black Witch*
Farallone Clipper Trophy (first to finish, Farallone Clipper)	*Quessant*
J. Everett Hanson Memorial Trophy (first to finish, Bird Boat)	*Robin*
Gerry O'Grady Memorial Trophy (first to finish, Bear Boat)	*Camembert*
Stone Perpetual (best maintained participant at post race raft up at EYC)	*Bright Star*
Long Distance Trophy (yacht that travels farthest on her own bottom to compete in the regatta)	*Baggy Wrinkle*

OPPORTUNITY OF A LIFETIME

About five years ago, the President of Sperry Top-Sider asked Randy Repass, chairman of West Marine, if he'd like to be the 17th man on Dennis Conner's *Stars & Stripes* in a race against *Mighty Mary*, Bill Koch's newest America's Cup boat. When Randy couldn't make it, he asked me to fill in, which resulted in one of the most exciting days of sailing of my life. I assumed that nothing like that would ever happen again.

Fast forward to May, 2000. I received a call from a longtime Port Supply customer asking about liferafts for *PlayStation*, the first of the new generation of 'super cats' and one of the fastest sailboats in the world. At the end of the conversation, the caller casually asked if I would be interested in sailing on *PlayStation* in the next few weeks. "Where?" I asked incredulously. "New York to England" was the reply.

Eleven days later, I found myself casting off from a dock in Manhattan, enroute to England on a 105-ft carbon fiber catamaran with a 146-ft mast. Steve Fossett, PlayStation's owner, intended to set the West-to-East Transatlantic sailing record, which starts at Ambrose Lighthouse and ends at The Lizard in Cornwall, England. Due to the inability of Richard Branson (Virgin Records, Virgin Airways) to join the crew, I was asked to be a substitute at the last moment. (Sheesh, first I get to be Randy for a day, then I get to be Richard Branson for a week. I can't wait to play Madonna!)

After a tow out past the Statue of Liberty, World Trade Center, and other conspicuous New York landmarks, we ended up under the Verrazano Narrows bridge. The tugboat brought us head-to-wind, which allowed us to hoist the mainsail. This not quite the 60-second job on your average Olson 30. *PlayStation*'s main weighs 1,800 pounds and takes six strong men (and one wheezing geezer) about 15 minutes to hoist.

With the main up and the jib unfurled, we bore off and did some fast laps in New York Harbor. *PlayStation* takes awhile to get up to speed, and once there, there's little evidence beyond the knotmeter that you're actually cranking along at 15 knots — except that buildings along the shore appear blurred. Mark, an Aussie who had been on *PlayStation* for her record-breaking 24-hour passage, reminded me that "this was nothing." If I thought 15 was fast, I should stick around and try 30.

Around 6 p.m., we headed for the open sea, aiming for a lighthouse which as been the traditional starting point for Transatlantic record runs since the time of the clipper ships. A nondescript set of pilings about 10 miles from the harbor, Ambrose light stands around 80 feet tall. *PlayStation*'s mast towered above it. A swarm of helicopters buzzed about, taking video and stills from all angles as we departed for England. Here are some personal log entries from that trip.





Day 3 — *Getting Into The Swing*

The crew is wonderful, international, and fun. We have Aussies, Kiwis, an Englishman, and a scattering of Yanks on board. Watches are four hours, with 3-4 crew on each. The retiring watch goes on standby, which means you can't take off your foul weather gear or get in a berth, but you can sleep until the next jibe or sail change.

However, if the ACLU knew about life below decks on *Playstation*, there would be a protest against it as a violation of human rights. Okay, it is not *that* bad, but the hulls are only 6 or so feet wide, which allows barely enough room for the surprisingly comfortable berths and a passageway. Since the boat is not well insulated, it 'rains' inside in all conditions. Also making life below a bit different are the omnipresent creaks and groans. The daggerboards creak, the winches creak, the blocks creak — it quickly becomes obvious carbon fiber is not a good noise insulator.

Right now fog surrounds us with 100 yards visibility. We are making a modest 19 knots of boatspeed in force five winds. While the temperature is not cold, the constant breeze and 100% humidity has everyone on deck dressed in Musto HPX two-piece and one-piece foulies. Fleece and thermals round out the wardrobe. The competition for who has the best gloves rages on; some prefer ski or expedition gloves, while some prefer fleece. Finding the right combination of dexterity, warmth, and waterproofness is key.

Steve and Stan Honey share navigation duties, and what a great navigation station they have. It is perpetually warm in the starboard hull just from the myriad instruments. This message is being sent via the Rock Hill Sailmail station, but there are about 10 other ways of sending email. Weather information comes in minute by minute, with faxes showing the location of pressure contours, ice (yes, we are trying to avoid ice around eastern Canada), and the Gulf Stream.

Day 4: *The Iceman Cometh*

The last 24 hours have been filled with sail repair and icebergs. Real icebergs. The kind that glow light blue in the sunlight (when there is sunlight!).

Last night I was on Ice Watch. I was standing at the main crossbeam, in about 45° temperatures, our speed was between 20 and 30 knots, and the spray was flying off of the windward hull, leeward hull and dolphin striker. Fog had reduced visibility to about 100 yards. We worked out a code that if the Ice Watch saw anything — like an iceberg — he would point vigorously in the direction of it so the helmsman could try to miss hitting it in the nanosecond or so before the collision. Actually, this was in addition to the radar watch, where we would have one crew in each hull looking at each radar, trying to pick the ice out of the sea return. Well, we finally found a target that would not respond to hailing on the VHF, so we figured it was an iceberg. Later, in the morning, we actually saw one. It was (no kidding) as big as a city block, probably 80 feet high, by 400 feet long, by 200 feet wide. And, as you know, they are 6 times bigger under water. Ouch!







Postcards from the Atlantic (clockwise from above) — passing the Ambrose Lighthouse; 'PlayStation' arrives at the Southampton docks; Steve Fossett gives an interview after arrival; the crew — Fossett is at center on one knee; author Hawley at far right, back row. Also aboard were Bay Area sailors Peter Hogg (far left) and Stan Honey (behind Fosset, with moustache).

One of our sails has blown out seams twice, which means a four-hour sewing and gluing job. On a nice warm sailmaker's floor this would be no big deal, but on a trampoline made out of coarse netting, going 20 knots, with rain and drizzle — well, the job was more challenging. Both repairs held due to the skills of Nick, our Aussie sailmaker.

Day 5 — *The Iceman Leaveth*

We're now clear of icebergs and heading more or less directly for The Lizard, the end of the TransAt course. It lies about 1,080 miles directly ahead, and we're making 22 knots in that direction. While not record setting, the pace has been brisk, but the following winds have not allowed us to aim at the destination. Boats like *PlayStation* always reach downwind, so we have been jibing relentlessly to sail the shortest, fastest course while it lasts!

Jibing is another one of the routine tasks that takes 7 or 8 crewmembers to do right. With the smaller headsails like the Solent and staysail, it's a matter of steering off the wind, getting two guys in the weather cockpit to ease the traveler and jib sheet, along with the driver. The leeward hull has the new grinders (two to four, depending on the wind strength), and a new driver. Despite its impressive size (150 feet tall by 60 feet long at the foot), the mainsail jibes relatively easily. As soon as the battens "pop" over to the new jibe, one crew eases the traveler line to the new position. The jibs are more challenging, although most have a 2:1 tackle on them which is run to massive Lewmar 80 coffee grinder winches. A jibe takes 5 minutes or less, and can be handled by the current watch and the standby watch.

And, boy oh boy, are there sail changes. If the wind speed consistently goes up or down more than a few knots, we are either reefing, shaking out a reef, or changing sails. The Solent and staysail simply unroll and roll back up, but the massive blade and reacher are another thing altogether. They set on the bowsprit, and must be moved into place in an intricate and strenuous maneuver. Hoisting these sails is a full workout for normal individuals, but our crew has great stamina, and continue to grind while I cough and hack. The blade and reacher have a 3:1 halyard, and run to a Lewmar 112 winch (this is not likely to be stocked in your local store anytime soon).

There are three coffee grinding pedestals, two of which can accept two grinders, plus a tailer, plus a few guys grinding in the tops of winches. That generally makes 6-7 guys working their asses off for about 5-8 minutes of 100% exertion just to raise either of these two sails. When the sails are finally up, it takes another few minutes to sheet them in. Since the mast is 150 feet tall, and the halyard is 3:1 purchase, that means that someone (frequently me) has to fake the line into a figure 8 and then stow all 450 feet of it so that it pays out cleanly when it is time to drop the sail.

Reefing is more complicated, and no less strenuous. Rather than go through the gory details, it requires about 8 of us working like madmen for about 10 minutes.

Day 6 — *Chuck Gets To Drive*

In a moment of complete disregard for the safety of the crew and Steve Fossett's substantial investment in *PlayStation*, Peter Hogg offered me the helm this morning at 0500. I greedily took it, and wondered if Steve would still fly me back to Monterey if I turtled his boat. Actually the winds were kind, and we managed some good speeds for the next hour. Okay, I know that you want to know the top speed, so it was 29.2 knots. That was with one crew on the main traveler line, and a guy on the jib sheet, to reduce the chance of a capsize. (Actually that is standard operating procedure when the winds are above about 15. No one wants to risk damaging the boat for any reason.)

Steering *PlayStation* is work, both mentally and physically. She has a heavy helm (no wonder with two enormous rudders separated by 55 feet of connecting rod.) The helmsman stands about 2 feet above the cockpit so that he can see the

instruments, sails and waves. You don't toss the wheel over cavalierly as you can on a 50-foot monohull. It really loads up with pressure, and two parallel hulls don't exactly want to spin on a dime. We generally reach up until the apparent wind builds a few knots, then gently bear off as the boat accelerates. If you're lucky, you can start at about 20 knots, and build speed to 26 or 28 in the troughs of the waves. Then as the wind appears to die, you gently nudge her back up into the wind for another cycle. The best drivers (Brian and Gino are very good) don't 'S' the boat back and forth, but manage to hit high speeds all the time while keeping the boat heading downwind.

Speaking of the crew, the guys are both modest and very accomplished (sort of the inverse of the author!). In various conversations you'll hear tales of the World's major sailboat races including the America's Cup, Admiral's Cup, Mini Transat, Vendee Globe, OSTAR, Newport-Bermuda, Bermuda One-Two, etc. They are so comfortable doing whatever needs doing on board that there is no hesitation to go up the rig, take apart some mechanism, splice the trampoline, etc. They'd be a delight to sail with anywhere.

The 'best room in the house' is the drying locker which is right at the companionway. About the size of a standard clothes closet, this space has a forced air heater which blows toasty air into the locker. Boots, foul weather gear, gloves, hats, and all sorts of stinky, sweaty, and soaked gear are hung up to dry in this locker. But a person can fit inside, too. And while it is a bit claustrophobic, it feels better than a hot tub after a day of skiing. What a luxury!

Day 6.5 — *753 Miles To Go*

We are cranking along at 26 knots, with a lumpy swell that makes walking below quite hazardous. For the last 3 days we have worn full gear: thermal underwear, heavy fleece tops and bottoms, heavy insulated boots, hats (Steve and I prefer the Orca hats which makes you look like Darryl or his brother Darryl from the Bob Newhart Show), Musto Gore-Tex foul weather gear ($1,100 per set, but it does what it promises), inflatable jacket and harness/tether and fanny pack. The latter are custom packs from Pineapple Sails and include crew overboard signaling devices (personal EPIRB, strobe, streamer, whistle, compact Bible, Star of David, etc.) and lights for night operations. Of particular interest are the head mounted flashlights which make the crew look like miners, and which allow two hands for the many jobs at night.

This takes so much time and effort to put on that you only have to stand watch for 5 minutes before it's time to go below again. Seriously, watches are awakened 15 minute ahead of time to give us time to dress. It also takes at least 15 minutes to remove and stow your gear. Therefore, of the modest 4 hours of sleep out of every 12, you actually get 3 1/2 hours. Not that you *can* sleep, mind you. The racket is what I imagine it must be like living in a tin shack during a North Dakota blizzard. It screams as the boat accelerates, then dies down briefly if you are in the weather hull and it lifts free of the water. The waves bash the boat relentlessly, from all angles, and cause you to walk cautiously from one very strong black carbon fiber structure to the next.

The daggerboards hum at high speeds and clank at low speeds. They sound like a large aircraft hitting its Do Not Exceed velocity in a dive, but they somehow remain attached and pointing forward. In fact, this boat is incredibly strong. We have had no equipment failures other than some sail repairs. *PlayStation* flexes over the waves, each hull sort of working it out for itself, but does not come apart (highly desirable on the list of boat attributes).

Last night around sundown we encountered a tanker off to starboard. Stan caught it first on the radar at 12 miles, and it quickly came into view. The captain reported that he would be crossing our bow, since he was making good time. In a few minutes, he raised us again, and asked our speed, which Stan reported as 22 knots. He then suggested that we might, in fact, cross his bow. I wonder at times like this what other sailors must think as they see a 15 story mast and a mainsail as large as a Santa Cruz land parcel flying past them at warp speeds. No one seems too impressed, but I can imagine them wondering to themselves if they might have been working too hard.

That's all for now: they actually want me to pull lines and grind winches and that stuff. I much prefer to hang out with Stan and Steve in the navigation station. It is generally warm, and the glow of the instruments takes some of the chill out of the air.

Day 7 — *Running No More*

This afternoon, we finally broke free from winds on our stern. While running is sort of the "fun" sailing for most boats, especially those with a spinnaker, *PlayStation* does not like to run, which is common to high performance multihulls. That isn't to say that she doesn't sail fast downwind, but like iceboats and Hobies, she sails fastest downwind by jibing from broad reach to broad reach. This means, especially with slightly varying wind directions, that we have to jibe frequently to stay on the 'favored' jibe: the one which allows us sail the shortest distance.

As I found out yesterday, it is not a good idea to leave pots with lunch on the cooker when I go on deck to help with these maneuvers. I returned to Pasta Flambé, and a newly deserved reputation as the worst cook in the group. And this is a rough group!

This afternoon, our wind swung around from the West to the North, allowing us to point at The Lizard at 20-25 knots for the first time. Our finish grows near at a rapid pace: currently 149 NM to go, and 22 knots of boatspeed. While we won't break the record, we have nonetheless learned a tremendous amount about the boat, all of which is carefully jotted down in spiral notebooks, Palm Pilots, and computers. Peter is carefully adjusting his menus (we have given him input on which of the Salty Brown Slurries that we prefer) while Nick, Ben, Mark, Beven and the rest of the crew plan on how to use their precious days in South-ampton.

Unfortunately, The Lizard is 160 miles from Southampton, so we have another 10 hours of sailing before we can pick up a tow into the harbor. That translates into sometime early Tuesday morning before we tie up. Even for a fast trip, it still seems to take a long time to finally shut down the boat and rest.

One of my keenest impressions has been how quickly I have acclimated to the size and speed of *PlayStation*. From the weather cockpit, it is nearly 100 feet to the leeward bow. The knotmeter seldom reads less than 18 knots, and frequently climbs above 31 knots. Now, after a week, even that seems normal. It should constantly amaze me that I am aboard one of the fastest, largest sailboats in the world, but it somehow seems natural. Everything takes more time and more muscle than on any other boat I have sailed, but it is basically the same stuff you encounter when sailing a Hobie 16.

I asked Steve about crew dynamics for The Race and how he anticipated keeping everyone happy, focused, and compatible. Nick, who had circumnavigated on *Toshiba* in the Whitbread, spoke up. "You have to realize that your life is completely in the hands of your mates, and

that you have to work together to have a safe and fast boat. There was no bickering, no fighting on *Toshiba*; rather a concentrated effort to sail the boat as fast as possible." And realize that *Toshiba* had far fewer creature comforts than even one hull of *PlayStation*! No heat, no headroom, 15 guys sleeping on sail bags. Ugh!

Our crew has been 100% compatible. We joke, pull practical jokes, and razz each other, but mostly we concentrate on getting to The Lizard ASAP, safely.

Day 8 — *The Finish*

The Lizard is a lighthouse near Land's End in southwest England, and is the official starting/ending line for these record attempts. In typical English fog and drizzle this morning, we passed the Scilly Isles, a group of rocky islands that extend several miles west of Land's End. Then, within apparent spitting distance of the finish line, the wind vanished almost entirely, leaving us to drift along at several knots of boat speed for an hour or two. Finally the wind filled in, and we scooted across the line around 1:30 local time with good speed.

We ended up 24 hours behind the record, due to some periods of light air, winds dead astern, and some downtime for sail repairs. But the boat is in great shape, and the crew is very satisfied at having sailed the Atlantic faster than all but four boats in history.

After handshakes and congratulations for a trip well-sailed, we began airing out our gear, sleeping bags, and generally cleaning up what we had been too tired or too preoccupied to deal with over the last week.

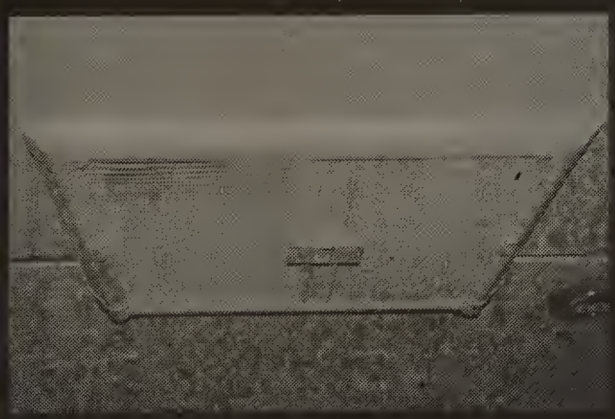
Day 8+ — *The Solent*

As a Yank, I imagined that England was a tiny country so it would not take long to go from Lands End to Southampton. Boy, was I wrong. The English Channel turns out to be quite long, so it was a few hours after dark when we entered the Solent. With Stan calling out directions from the Nobeltec chart plotter, and me calling out potential collisions from the radar, we guided our helmsmen up the Solent at about 20 knots. The channel was clear, but since it narrows dramatically as you get close to Cowes and Southampton, we eventually reduced the horsepower and picked up a tow from a harbor tug. After an hour or so, we arrived in Southampton, and were towed to a large basin with a concrete wharf. Lines were made fast, and we finally set foot on English soil after 8+ days and over 3,000 miles of sailing. Champagne, beer, and wine flowed briskly as we stood around basking in the warmth of a safe landfall, oblivious to the fact that it was 2:00 in the morning in England.

While we didn't set a record, my trip on *PlayStation* was among the most enjoyable, exciting sailing I have ever done. And, despite my numerous shortcomings as a crewmember, Steve invited me back for another attempt at setting a TransAt record in July and possibly later in the year. It's hard to say when this Alice in Wonderland experience will end, but I'm delighted to hang on and enjoy the ride while it lasts.

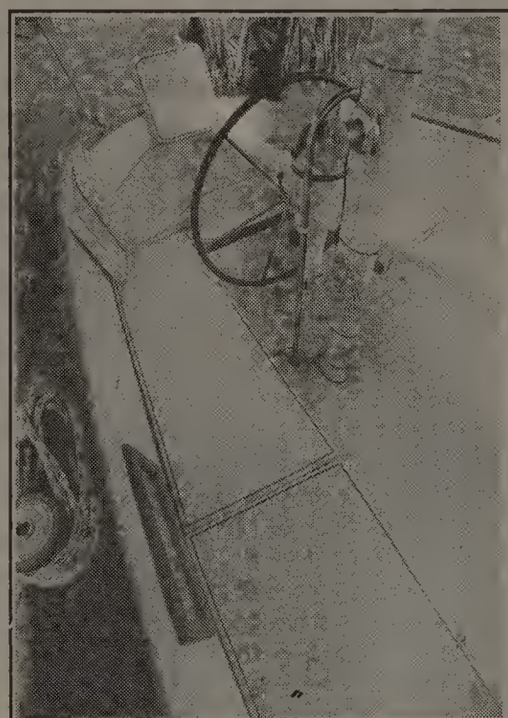
— chuck hawley

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PACIFIC PUDDLE JUMP 2000

For most of us, doing the Pacific Puddle Jump from the Mexican mainland to French Polynesia has been the long-awaited special voyaging adventure of a lifetime — a chance to finally break away from coastal sailing and do some *big time* blue water cruising. And what a 'puddle' this is to jump — it's a *very* big puddle out here. It just goes on and on and on and on.



ALL PHOTOS COURTESY REBA

Shortly before setting sail from Puerto Vallarta, the 'Reba' crew show off their official Puddle Jump burgee. They are Jamie and Steve Sidells (in front), Rachael Knapp and Andy Tyson.

Just as in previous years, the story of each cruiser's voyage is unique. Those in PJ 2000 cannot say, "So this is what to expect on the Mexico to Marquises crossing; take this, not that; do this, not that, go here, not there."



Is this place idyllic or what? Even the resorts in French Polynesia, like Kia Ora at Rangiroa, Tuamotus, often pick up on age-old traditions.

The list of boats making the crossing is only a sample of at least 35 crossing from Mexico, with others also coming directly from the US, from Panama and from the Galapagos. Seems like a busy place out here, but during their crossings, most boats rarely saw any other vessels, and sightings of freighters and large fishing boats were also infrequent.

Just as in previous years, the story of each cruiser's voyage is unique.

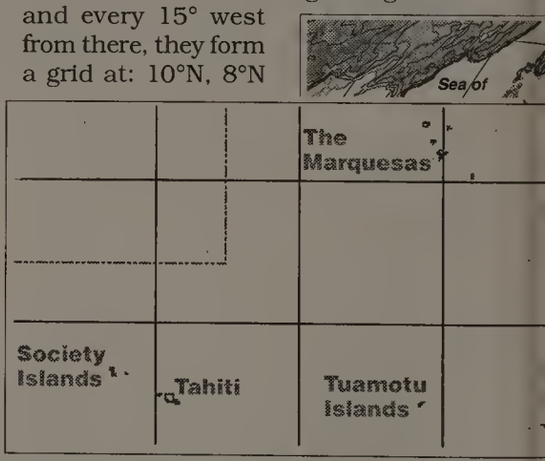
With the exception of one really big boat, factors such as boat size, course sailed, engine hours, departure port or date didn't seem to make much difference in crossing time. Weather encountered along the way was probably the biggest variable that contributed to fast or slow crossings. The flying of various types of spinnakers had a predictably significant effect on crossing time, as did the type of sails carried at night.

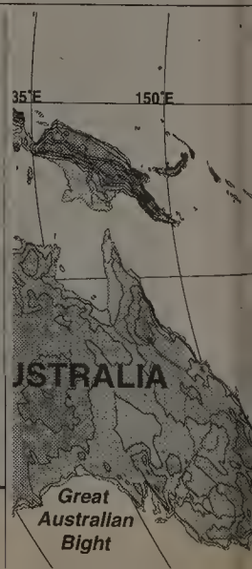
But cruising speed, route sailed and crossing time were really only important to the extent that they provided a steady and quiet ride, and a rested crew.

Conventional wisdom, supported by Jimmy Cornell, Jim and Sue Corenman and others, has suggested sailing west in the northern trades, then cutting south through the ITCZ (inter Tropical Convergence Zone), and then west again. Looking at the longitude at which each boat crossed the equator suggests many followed this standard route but not all to advantage, as the course is longer. However, the joy of sailing in the trades does make this a highly desirable way to go.

Weather was a big variable, even for boats near each other. Few experienced total calm. Many experienced variable wind speed and confused seas in the ITCZ. Some escaped rain or squalls, most got enough to wash away the dust of Mexico and a few were pounded by up to 30 hours of heavy squalls. Most ITCZ squalls develop and dissipate rapidly, so avoiding them is not really possible. But day and night you can see them coming from windward, so you can close the hatches and adjust the sails. We vividly remember one that took our Celestial 48, *Reba*, from a casual 4.3 knots to 9.4 knots in less than 5 minutes, but had completely passed by within 30 minutes. Although we had understood ITCZ conditions would be with us from about 8°N to 2°N, we really experienced them from about 6°N to 6°S. ITCZ cloud formations, especially at sunrise and sunset, were a most beautiful sight.

Unlighted weather buoys are now another ITCZ feature. Beginning at 95°W and every 15° west from there, they form a grid at: 10°N, 8°N 5°N, 2°N, on the Equator, 2°S, 5°S, 7°S, and 10°S. *Reba* sailed through 5°N, 125°W and saw nothing. Later, another cruiser spotted the 10-foot diameter, 12 to 14-foot-high tower several miles from its expected position. So some apparent *El Niño* research buoys are out there — somewhere.





Some boats mo-

tored far more than others, and in some cases this included engine time to recharge batteries. In the data box seen at the end of this article, we show total engine hours to aid future Puddle Jumpers in estimating overall fuel consumption.

So what do you do while making such a long passage? Some boats were lucky and had a easy ride with much time to read and relax. Those with only two aboard seemed to want sleep, especially in the ITCZ. The common sleep deprivation solution was to heave-to for a few hours while all slept.

But three cruisers had serious rudder problems; one returning 100 miles to Puerto Vallarta for a haulout and the repair of a cracked rudder post. Another continued on to the Marquesas with an inoperable rudder, substituting a steering rudder instead. The third lost her rudder about 70 miles out of Hilo and was towed in by the USCG. Another boat lost her autopilot soon after departure and hand steered 24 hours a day for 3 weeks — their landfall was sincerely welcomed! Even though much time went into careful planning and maintenance, most boats had a succession of equipment failures. Chafing was most often the culprit, followed by hardware that did not stand up to long-term heavy stress.

Probably the most truthfully humorous comment heard over the daily SSB net was, "How can so many things break at sea that always worked fine on day-hops!"

For example, *Reba's* crew had to deal with an autopilot rebuild, diesel fuel pump failure, two bilge pump failures, replacement of reefer system refrigerant, a broken vang and traveler, a broken masthead halyard shackle, fishing line around the prop and a 4-foot tuna that got away. Diving under the boat at the equator seemed preferable to going 65 feet up to the mast-



Ancient Polynesia's seafaring legacy is still evident today — outrigger canoes ply the clean, clear waters as they have for centuries.

head in 6 foot seas, but both got done. Later in the Tuamotus, our almost-new watermaker salted *Reba's* water tank. Oh, the joys of technology onboard and the challenge of 'fixes'. Yes, if you don't have it aboard it can't break, but many of those 'extras' make the long passage much more enjoyable.



The Pacific Crossing Net 2000 (SSB) and the Pacific Seafarer's Net (HAM) were eagerly-awaited daily events.

PCN 2000 was organized before departure by the PJ 2000 cruisers from Mexico. Through meetings and emails, departing cruisers gathered and distributed a list of basic information about each other, shared articles, charts, knowledge and plans, and made plans for a controlled net to share weather and progress at 2300Z on 8207.0 MHz USB. An AM "Chat" net was also held at 1630Z on 4034.0 or 4045.0 MHz.

At first this worked very well. But as the fleet spread out across the Pacific, and some were heading for Hawaii, the time and effort to relay data third- or fourth-hand for over 25 boats all the way back to PV became quite overwhelming. So on April 10, there was a friendly *revolt!* And the PCN split into 2 parts; those south of the equator started their net at 2300Z and those north of the equator began at 2330Z. Important information, such as knowledge that fuel was available at the

harbor in Atuona, or status of the weather buoys, was shared by both sections. A lot of skippers adjusted their sailing plans according to what weather was reported ahead. But everyone seemed to take great comfort in knowing other cruising friends, even though seldom seen, were somewhere nearby.

Many cruisers also used the PSN, an established daily net available to all General and higher class HAMs underway anywhere in the Pacific. The Net collects a fixed format of data in the order of boats with most days underway called first. The really terrific extra benefit is that the data is entered daily to the website *www.bitwrangler.com/yotreps*. At this site all reported boat positions are plotted and the data is presented for all your family and friends back home to see. The US HAMs who run this net have powerful radios that seem to reach everyone.

On the PSN, the yacht roll call begins at 0330Z on 14313 MHz. For safety purposes — in case you have an emergency — first-time users



THERE'S MORE THAN ONE WAY

Since we entered the Pacific through the Panama Canal — and stopped off in the Galapagos en route to the Marquesas — our crossing experience was a bit different from those who originated in Mexico, but we are 'Class of 2000 Puddle Jumpers' nonetheless.

As I write this, our 38-foot sloop *Wild Card* is anchored in the Bay of Penises, off the island of Fatu Hiva in the Marquesas. I realize this sounds unbelievable, but it's true! This is, without a doubt, the most beautiful anchorage we have ever been in. In fact — nothing compares.

Tradewind clouds rush westward over Fatu Hiva's damp, moist, misty ridge as if in a time-lapse movie.

The island is young, with razor-sharp, serrated edges. It is also high and steep-to and its color is a lush, rain-forest green set amid a turquoise sea of deep blue. Birds are everywhere; wheeling, cackling and dive-bombing the sea. Fish regularly fall out of the sky — flopping high altitude gifts from the overeager frigate birds that ride the endless thermals above the harbor.

Tradewind clouds rush westward over Fatu Hiva's damp, moist, misty ridge as if in a time-lapse movie. It seems to me that there are different Gods at work here. There is some special magic in the air, and it is a newer, warmer, friendlier magic than I am used to — a sunny Polynesian magic.

The tiny village of forty smiling souls is nestled at the bottom of the cup of an old volcano crater which is missing one side. Picture an angel food cake with a slice missing. The harbor looks directly into a lush, tropical opening, revealing a flat area of palm trees, native houses and breadfruit groves.

Jutting up over a thousand feet in the air amid these thatched roofs are the giant towering rock penises — semi-hardened shafts of warm rock which were shoved up vertically into the air during the final volcanic explosion.

They tilt and curve — just like the real thing — and tower majestically above the entire village. Some are fairly narrow, others could handle a small resort with a tennis court and heliport atop their mighty shafts.

Behind all this, on the opposite wall of the volcano crater from the harbor, is a stunning waterfall. All the paths and trails are littered with rotting fruit; to survive here, practically all you would have to do is sit somewhere and enough food would roll within reach.

Looking at this scene day after day makes you want to weep, it is so achingly beautiful.

Children are everywhere. The moment you step ashore they surround you, bright-eyed, laughing, singing; in their arms they carry bananas, coconuts and breadfruit.

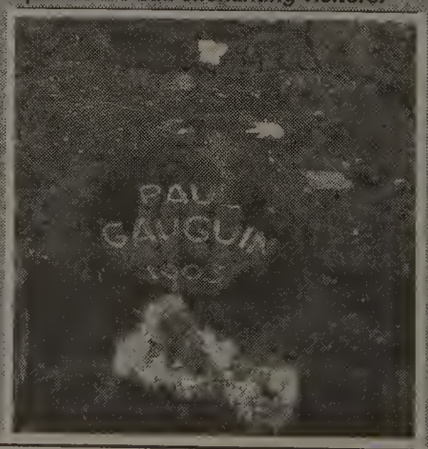
The chief arrives bearing a million tattoos, bifocals and at least one tooth left in his wide grinning mouth. He is smiling, smiling, smiling, which is nice because he has close relatives who found people like me rather tasty dinner companions in the not-too-distant past.

Anyway, he is happy to see us, honored by our visit, and has only one question: "On your brave vessel from across the wide sea. . . would you happen to have any Bob Marley CDs or 22 Longs?"

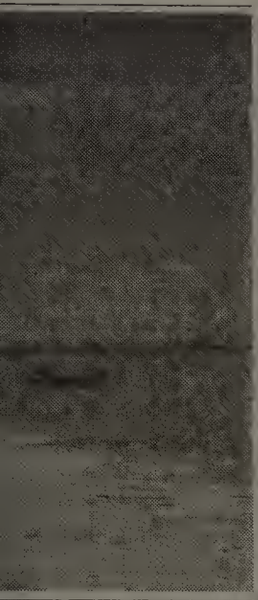
We promise to return with Marley's *Legend* CD the next time we come ashore, and are thus immediately welcomed into the bosom of the community.

Looking back, our passages from Panama to the Galapagos, then to the Marquesas, were all that we could hope for. Our Panama-to-Galapagos crossing was, in a word, perfect! We sailed over 1,000 ocean miles in seven and a half days and were only forced to use our engine for two of those days — not bad for a passage through the equatorial doldrums. My wife Carolyn and I could have sailed Optimist prams across. It was that gentle, calm and stress-free.

Today, as in Gauguin's day, the Marquesas are still enchanting visitors.



We had the hatches open and dry decks for all but a few hours of the trip. In fact, it was more like being out at



COURTESY REBA

need to submit an inventory of radio and safety equipment aboard. Contact Ken Meyer at *klm@ bitwrangler. com* or Dick McNish at *dmcnish@gte.net.*

As far as we know, everyone was up to the challenges of the crossing. No serious disasters or injuries occurred. However rumors of some seasickness did echo through the fleet.

Making landfall in the Marquesas comes with many rewards: the satisfaction of completing a successful voyage, the tropical rain that provided lush greenery and delicious fresh fruits, the friendliness of the islanders (some felt this more on Hiva Oa than on Nika Hiva), and even the fresh, warm, genuine French baguettes. Such simple pleasures made us all feel the joys of the destination were worth any discomforts of the crossing.

Complete double rainbows were not uncommon and were often seen among the clouds shrouding the volcanic spires high over the islands.

While we were in Atuona, the interisland cargo vessel came into port. Among the cargo were four light trucks and 12-15 mopeds and motorcycles. Now that was a big-time event there. Seems the whole town turned out to see those fancy wheels!

TO CROSS AN OCEAN

anchor than at sea. The boat seemed as though it was on rails, with only a slight heel and almost no rolling or pitching.

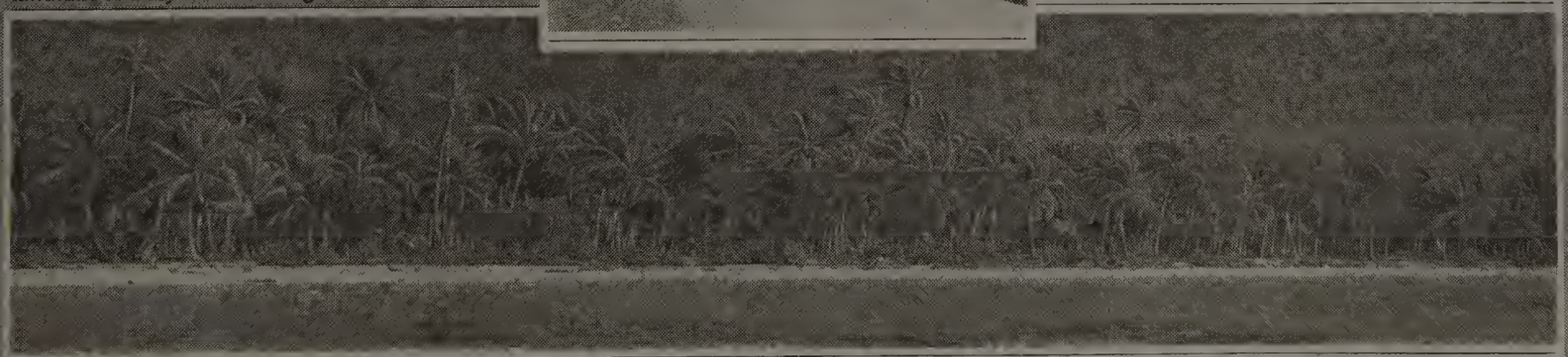
Most days we sailed in 12 to 16 knots of southerly breeze, but in the evening it would drop to a mere 6 to 8 knots. The water would barely be rippled, you could barely feel a breeze, and yet *Wild Card* — thanks to a clean bottom and a Max prop — would still manage 3.5 knots, hour after hour, day after day for a thousand miles a week!

The only sour note was that we saw lots of horribly large pieces of floating debris. Within four hours, I saw four different things that could have sunk us in an instant if we had struck them in the wrong situation: a 20+ foot vessel that was awash, an 80+ foot tree, a giant log twice the size of our vessel, and a huge vertical piling weighing tons — very scary! I'm still having nightmares about sharing an ocean with such deadly stuff!



ALL SIDEBAR PHOTOS COURTESY TAHITI TOURISM

The natural beauty of these ancient Polynesian landfalls is truly mesmerizing.



But the Galapagos were a total shock to us. We had no idea that the archipelago was one of the nicest places in the world. It is truly a magical paradise, an 'enchanted' isle, a 'bewitched' civilization and it won't last much longer.

I have never been any place which is so close to exploding into the 'present tense' while mired so firmly in the laid-back past.

It's rather eerie to think that we hung out with same turtles — not the same species, but the *same exact turtles!* — that Darwin used to commune with.

Visiting those islands, either ashore or afloat, is like living in a giant zoo, only the animals have full run of the place, and think you're a 'cool oddity' in their otherwise sedate world — and they are almost totally unlike animals anywhere else in the world. Frigate birds, blue-footed boobies and albatrosses wander the streets of town, while seals frolic on the beach.

The Ecuadorian people living in the islands are also extremely friendly, almost unbelievably so. They are friendly, proud and loving. There is almost no crime. No one begs or hassles you, and everyone is smiling, laughing and joking all the time.

It took us 22 days to cover the 3,200 miles between the Galapagos and the Marquesas, at an average speed of 6.1 knots. We seldom flew our mainsail, 90% of the time we only had our single working jib poled out.

The scariest moments were on the SSB radio with friends in trouble: *Buster* broached as it hit a whale at night, *Jonathan* became entangled in a huge net of some kind, and Cap'n Hank on *Yvonne B* had to dive over the side when a thru-hull split.

Aboard *Wild Card*, we had — thankfully — an almost uneventful trip.

— cap'n fatty goodlander
wild card

PACIFIC PUDDLE JUMP 2000



COURTESY REBA

Most of the kids that cruisers meet during their South Pacific wanderings will have two things in common: friendliness and curiosity.

After making their initial landfalls, the PJ 2000 fleet spread out to various Marquesan Islands, and then further spread out for destinations within the Tuamotus. But all were eventually bound for Papeete, our port of "official" check-in to French Polynesia. GPS and other modern aids to navigation have made sailing among the Tuamotus — which are also known as the Low or Dangerous Islands — less dangerous. *Reba's* crew found chart INT 606, the new *Charlie's Charts of French Polynesia* by Charlie Wood, and *Landfalls of Paradise* by Earl Hinz, to be quite accurate where we went. But we all tried to remember that although GPS may be spot-on, those islands are always a bit adrift. David Stanley's *South Pacific Handbook* (Moon Publications) was also a valuable resource to us.

Echoing others, we found navigating the *motu* passes should be done around midday and in good visibility. Watch prevailing currents carefully for awhile before entering or leaving. We witnessed some hair-raising pass transits at Rangiroa's Tiputa Pass when 6 to 7-foot standing rip-current waves were present at max ebb. At the same time, very large dolphins were having a marvelous time jumping out of those same waves.

And why go there? The warm, blue-green water is enchanting. The diving and snorkeling can be fabulous. Take a small piece of a baguette to a good spot and you will be mobbed by beautiful fish all around you. The local Tuamotans, especially the children, are friendly and helpful. Several cruisers found that many lagoons were quite navigable near midday, but a careful watch for coral heads and black pearl farming is mandatory. Seek local knowledge to find beautiful, deserted motus and calm overnight anchorages within the atolls of the Tuamotus.

Most of us came back together again in Papeete to share experiences before sailing on. But stories of Papeete can be left for others to tell later.

Is French Polynesia expensive? Most would say, "Yes!" Yet we have all enjoyed the strengthening dollar against the CFP (1996: $1 to 85 CFP; 1999: 1 to 100; 2000: 1 to 125) and there is no tipping. We have also enjoyed the new rule that yachts in transit can buy duty-free diesel at *any time* during their stay, which cuts the cost of diesel about in half.

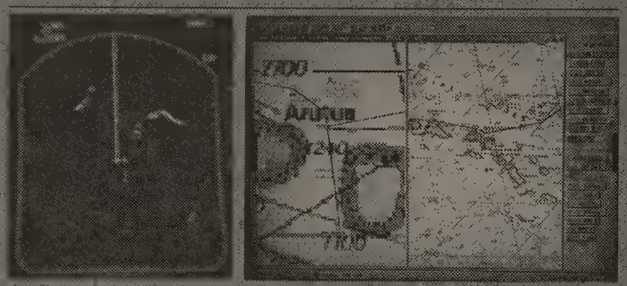
NEW AIDS TO NAVIGATION

As the old saying goes, "For safety, never rely upon one piece of navigation information."

Although radar and GPS have been with us for a while, additional tools such as night vision scopes, image-stabilized binoculars, forward scanning sonars, and computers linked to ship's electronics for real-time navigation on computer-displayed navigation charts, are changing the safety and accuracy of navigation.

Yes, they can be pricey, but are they worth it? Our PROBE Forward Scanning Sonar has already saved *Reba* from hitting a submerged rock pinnacle on the south side of Cedros Island in Baja.

Only recently are cruisers bringing these tools to key testing grounds like the Tuamotus Archipelago. Readers who are considering cruising may be interested in some of our observations.



Left to right: the radar's info vs the computer's.

PROBE: Principally used for channels and harbors. Helps determine bottom characteristics and best anchoring locations, especially in poor visibility or light. Gives advanced knowledge of shoaling. Like radar in that you must learn its display characteristics and adjustments. Backup to regular sonar. Display can be too dim in bright sunlight and too bright in darkness (can overwhelm your night vision).

ITT Night Mariner G3 Night Vision Scope: Ever not make it to port in daylight because of unforseen events? That ever happen at Turtle Bay with tiny crab pot buoys littering the entrance? Is that black water off the bow a bed of kelp? (Yes, you can see kelp in the water on a moonless night.) Where is that distant navigation aid on a hazy night? Where is that unlighted weather buoy? This NVS amplifies light up to 50,000 times. Yes, we could see the tops of atoll palm trees at night 4 miles away, as verified by radar. An expensive little miracle, but when you need this, you need this.

Canon 12x36 Image Stabilized binocular: When outside an atoll pass, we found some atoll range markers were over three miles away inside and difficult to see. These binos take the wiggle and jiggle out of higher magnification, and they really do work. The 12x36 magnification seems excellent for vision from a moving cockpit. We could see a boat mast at 8.5 nm (long before the hull came over the horizon) and the tops of atoll palms at 10-11 nm. Great for seeing details at the horizon. Get extra batteries, because you will need them.

Autohelm Seatalk instruments linked to Nobeltec Visual Navigator with electronic charts: With the backup of the ship's log and paper charts, this quickly and clearly shows everyone on board where you are and where you intend to go, a big plus for communication and safety during watches. Also helps everyone understand the radar image. If you combine this with Nobeltec's Visual Passage planner and the public domain tide predictor, WXTide32 at: *www.geocities.com/siliconvalley/horizon*, you will also be able to develop route strategies, and pick the best time to transit atoll passes.

Airmail / Sailmail radio mail program connected through SCS Pactor II modem to HF radio: I have been delighted to find how well this email link works. It does require new skills and a learning curve to make it work, however, as it transmits at a very low baud rate — more than 30 times slower than a normal phone connection — and can only accommodate one user at a time. Mexico to CA links worked very well, but Marquesas to CA was marginal, so I have begun using a New Zealand station. Airmail / Sailmail is rapidly gaining popularity among cruisers. Boat-to-boat emails are common. Jim Corenman did an excellent job of making a very user-friendly program.

These navigation tools are not for everyone, but you may find them worth looking into for your own evaluation.

— steve and jamie sidells

Look for lots of other good information in the Papeete Port Authority's *Yacht Guide*, found occasionally in the Marquesas. (You can order one by writing: B.P. 9164, Papeete 98715, Tahiti, or email: *pppt@mail.pf.*)

'Jumping the Puddle' was a fantastic experience for all of us, and the fleet was unanimous in wanting to share our experiences for the benefit of those who follow in future years. Good luck and smooth sailing to all of you.

— steve and jamie sidells
reba
papeete, tahiti

PUDDLE JUMP 2000 CROSSING DATA

Boat Name	Boat Type and Length	Skipper (and crew)	Homeport	Departure Date	Departure Port	Longitude @ Ecuator	Crossing Days	Engine Hours
Arahina	Hallberg-Rassy 42	Elkins	Coeur de Alene, ID	March 11	PV	130°	28 days	(179 hrs)
Awestruckl	Hardin 45	Bald	Corona del Mar, CA	April 23	PV	unknown	27 days	unknown
Catofun	43' Catamaran	Wiener	Ventura, CA	March 22	Acapulco	130.5°	26 days	(130 hrs)
Dreamtime	Norseman 447	Wiens	Juneau, AK	April 1	PV	131°	21 days	(14 hrs)
Happy Now	Island Packet 45	Nigg	Pt. Richmond, CA	April 6	Cabo SL	134°	19 days	(60 hrs)
Itchy Feet	Swift 40	Comella/Mortenson	San Francisco, CA	March 22	PV	132°	25 days	(135 hrs)
Loafer	Kelly Peterson 46	Kent	Ventura, CA	March 30	PV	130°	19 days	(105 hrs)
Moonpenny	Endurance 35	Asselstine	Victoria, BC	March 18	Zihuatenego	129°	33 days	(70 hrs)
Reba	Celestial 48	Sidells	Lake Tahoe, NV	April 1	PV	129°	23 days	(95 hrs)
Remedy	Island Packet 45	Hitchings	Anchorage, AK	March 30	Socorro Is.(PV)	132°	18.5 days	(38 hrs)
Rubicon	Gulfstar 43	Lange	Lake Tahoe, NV	March 25	PV	132°	22.5 days	(70 hrs)
Scaldis	Devries 50	Reppy	Monterey, CA	March 11	Manzanillo	129°	30 days	(150 hrs)
Scappare	Downeaster 38	Post	San Diego, CA	March 16	Mazatlan	128°	29 days	(23 hrs)
Shadow	Lord Nelson 41	Rathman/Johnsrud	Portland, OR	April 4	Cabo SL	134°	24 days	(122 hrs)
Tethys	Bayfield 36	Svetlovsky/Roberts	Vancouver, BC	March 12	PV	129.5°	28 days	(140 hrs)
Triumph	46' Trimaran	Woodley	Bay Area	March 8	Manzanillo	130°	30 days	(130 hrs)
Tsonoqua II	Maple Leaf 48	Mackenzie	Vancouver, BC	March 26	PV	131°	21 days	(40 hrs)
Tucumcari	33'Custom Cutter	Starr / Terra-Starr	Toledo, OR	March 11	PV	128°	28 days	(84 hrs)
Whirlwind	103'Custom Sloop	Plenk	Cayman Islands	April 3	PV	130°	14 days	(51 hrs)
Wile E. Coyote	Nordic 40	Lawe	Ketchikan, AK	March 12	Melaque / Barra	131°	29 days	(70 hrs)

The following boats also completed the crossing, but we have no further info on them: ***Allons'y, Amalthea, Andor, Astrolabe, Astraeus, Equinox, Flyer, Gray Hawk, Kiwel Meleya, Kookaburra, Pasa Tiempo, Phantom, Sawleeah, Serenity III, Shirlri, Tesla, Volovent III*** — and an unknown number of others. . .

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PACIFIC CUP PREVIEW

T minus 10 days and counting until the eleventh bienniel West Marine Pacific Cup gets underway. Another record fleet — 79 boats, with four more still languishing on the waiting list — is on the launching pad, waiting to blast off on July 10-14 for the 2,070-mile slide to Kaneohe Bay. Re-entry should occur beginning July 21-22, and hopefully everyone will be accounted for by the July 27th awards banquet at Kaneohe YC.

As always, it's an eclectic fleet. Everything from A (*Adriana*) to Z (*Zamazaan*) is entered, from a Moore 24 (*Twice Daily*) to a 70-foot turbosled (*Pegasus*), to something old (*Spirit*), something new (*Flashgirl*), something borrowed (*Taxi Dancer*) and something blue (*Triumph*) — well, you get the idea. Turn the page to examine this year's huge entry list.

The actual format of the Pac Cup hasn't changed much from last time — if it works, why fix it? The same two social functions will precede the staggered starts: the always-entertaining barbecue at Marina Village on July 5, followed by the official *bon voyage* party at the Radisson Hotel in the Berkeley Marina on July 8. Then it's showtime, as five days of staggered starts commence off the St. Francis YC on July 10.



Golden oldie — sentimental favorite 'Spirit' should do well among the little boats.

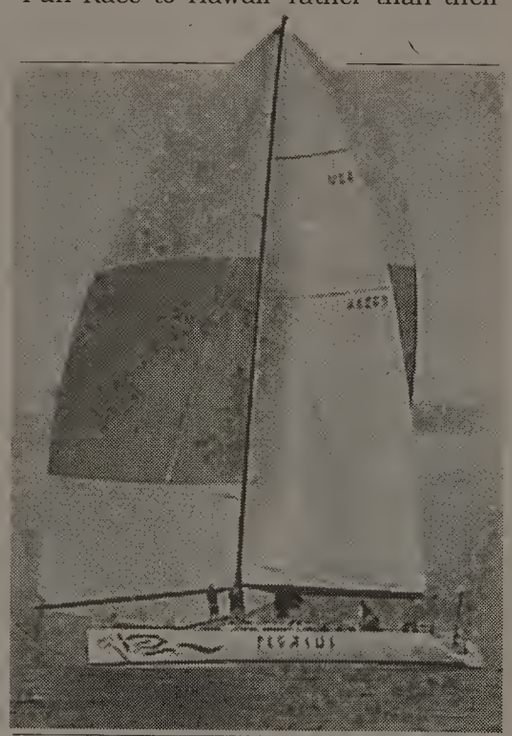
Because the race is timed to coincide with the full moon, it's been pushed back later into the summer than ever — which should translate to more wind than previous races. Boats that can surf or even plane (such as the Antrim 27 *E.T.*) should do well, as will boats with deep crews and talented drivers. Our just-for-fun 'Quick Picks' are based on these assumptions, but the fleet is so large and diverse that anything can happen — and it probably will. As always, the weather will ultimately determine who takes home the pickle dishes — especially the overall prize, which will be a function of which of the five waves of starts gets away from the mainland in the best shape.

Here's the quick and dirty scouting report on this year's fleet:

Most anxious — The four boats still on the waiting list: *Alcyone* (Hinckley 42), *Spirit of Joy* (Outbound 44), *Heat Wave* (J/110) and the venerable *Merlin* (Lee 67). With three weeks to go, their chances of being accepted into the race are looking somewhere between slim and none.

Most luxurious — *White Eagle*, a Gulfstar 50 ketch, and *Sumatra*, a Trintella 53, both look pretty cushy.

Seattle boats — Eight boats from Washington state have opted to sail in the 'Fun Race to Hawaii' rather than their area's Vic-Maui Race (which has less than a third of the entrants and is historically colder and wetter). The 'Evergreen State Eight' are *Cinderella, Diminished Capacity, Halcyon, Anomaly, Presto, Crescendo, Mystic* and *Twice Daily*. Todd Willsie's spartan Bravura 35 *Presto* — which looks like a B-25 on steroids — is one of the hotter boats in the entire fleet. Dan Willsie (Todd's father) should have a much easier trip on his Tartan 37 *Halcyon*.



The 38-foot spinny pole on 'Pegasus' is bigger than half the entries!



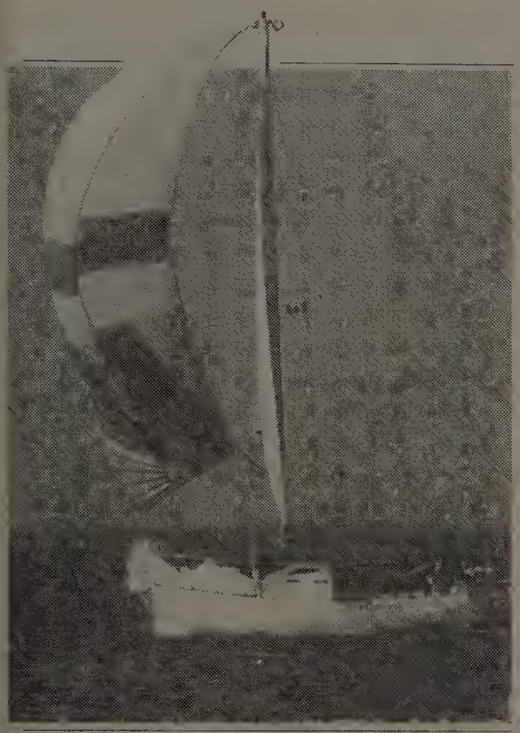
'Octavia' — Shepard Kett and his flock of Santa Cruzans will smoke the other SC 50s.

Oregon boats — The Beaver State will be represented by three boats: Steve Rander's familiar first-to-finish threat *Rage* (sporting a new 32-foot pole and some new sails), the Cal 40 *Victoria!*, and a Young 37 called *Witchcraft*. Timm Lessley will race his Cal 40 with his wife (and boat namesake) Victoria, mom Betty 'Mrs. MORA' Lessley, and three others. Should be roomier than the '94 race Timm and Betty did together on the family's Cal 9.2, *Freewind*.

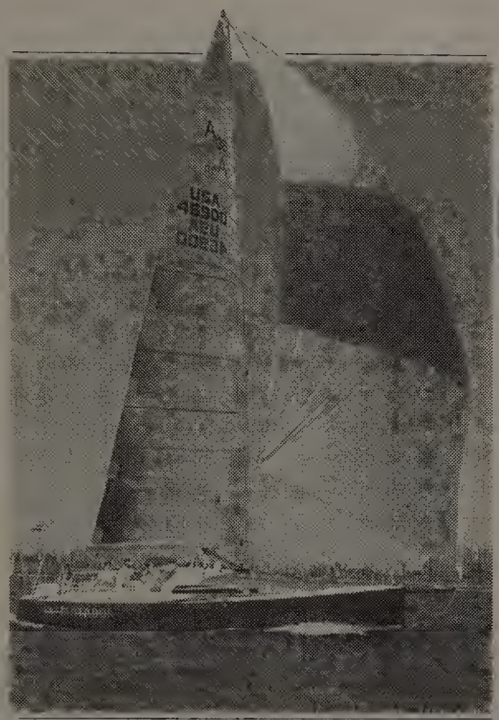
Hawaiian boats — There are just two boats from the Aloha State this time, the doublehanded *Pali-Uli* and the wait-listed *Heat Wave*. The latter boat, with offshore vets John Jourdane and Skip Winterbottom on the crew, will apparently sail over with the fleet whether or not they're officially entered — in either case, it's a delivery home.

SoCal boats — The number of boats from the Republican end of the Golden State has jumped from three in '98 to eight this time (ten if you count *Triumph* and *White Eagle*, which hail — wink, wink — from Arizona). The SoCal entries are *La Diana, Black Knight, Glama!, Warpath, Adriana, Matador, Beyond*, and *Lina*. Our crystal ball says that *Matador*, an Aerodyne 38, will have the best corrected time of the bunch.

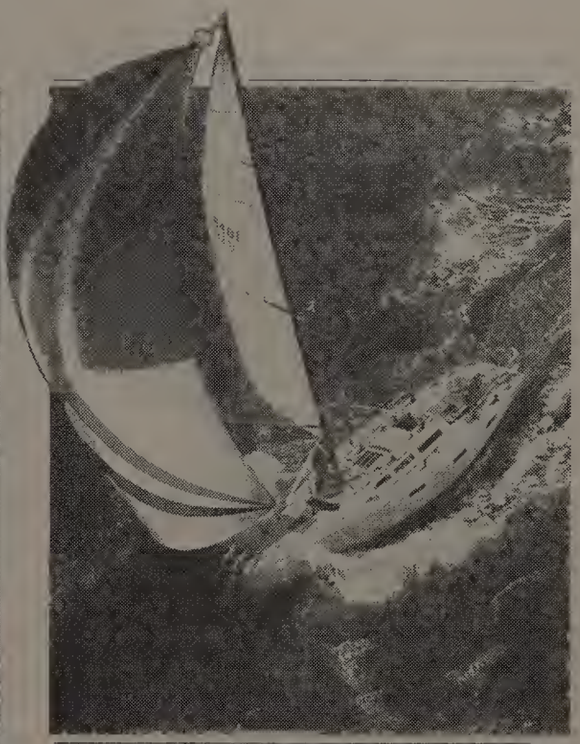
Fast women — There are at least five women skippers or co-skippers in the



Skip Allan's diminutive 'Wildflower' — a slow horse with a fast jockey.



Olé! The new Aerodyne 38 'Matador' promises to be fast in a breeze.



'Punk Dolphin' is the right tool for the job, and Bird and Andy are the toughest duo going.

race: Linda Newland (*Free Spirit*), Liz Baylis (*E.T.*), Dawn Redman (*Witchcraft*), Diana Freeland (*Ariel*) and Bobbi Tosse (*Bodacious*). We have reason to believe that Robin Stewart (*Kiwi Coyote*) is also of the fairer sex, but can't confirm this rumor. Why don't any all-women teams enter the Pac Cup any more?

Best cuisine — The jury's still out on this one. The most extensive wine menu will no doubt be aboard *Alicante*, as five-time race vet Randy Paulling has historically savored a glass or two with dinner. Conveniently, he owns a vineyard up in Geyserville. Tony Soter of *Oeno* is also somehow connected to the wine industry — but being a doublehander, he'll have no time to imbibe.

Oldest boat — Steve Lewis's S&S 33 *Spirit*, which formerly belonged to Peter Sutter, was built in 1960. Though older than most of the people in the race, *Spirit* can still get up and boogie in a breeze. *Merlin*, at age 23, may be the second oldest boat.

Newest boat — *Flashgirl*, Commodore Tompkins's brand new Wylie 39, and Robin Stewart's custom Elliott 46 *Kiwi Coyote*, which is coming up from Auckland, are both new in 2000.

Knock on wood — *Spirit*, *Rage*, and *Zamazaan*.

Heavy metal — No aluminum or steel boats this year.

Slowest — Both *Nausikaa*, Geerling Goosen's Medalist 33 Mk. II, and Skip Allan's doublehanded (with Viola Nungary) Wylie 27 *Wildflower* have been rated at 216. They get almost eight days of handicap allowance (7 days, 23 hours, 28 minutes, to be precise) from *Pegasus*!

Fastest/best crew — *Pegasus*, Philippe Kahn's Andrews 70+, rates -117. Her paid crew — Mark Rudiger, Brent Ruhne, Marco Constant, Morgan Larson, Jack Halterman, Jon Gunderson, Kevin Miller, Adam Beashel, Greg Prussia, Nic Clarke, and Curtis Blewitt — will push their 'winged horse' hard, hoping for the weather conditions to break *Pyewacket*'s awesome 1998 record of 6 days, 14 hours, 22 minutes. However, chances are good that the Magic Cat's record will stand for some time, as they achieved it with water ballast. (Both canting keels and water ballast were outlawed after the last Pac Cup, a backlash against *Pyewacket*'s external water bags and one of the Riptide 35s flipping on the way home).

Smallest/least comfortable — *Twice Daily*, a Washington-based Moore 24 sailed doublehanded by Chris Benak and Eric Simensen. The Antrim 27 *E.T.* sailed

LATITUDE'S QUICK PICKS

DIV. A — *Spirit*: Good rating, kicked butt in the Lightship Race. Could also be a *Cinderella* story.

DIV. B — *Cirrus*: Third last time, probably due for a win. *Red Sky* and *Alicante* should be up there, too.

DIV. C — *Elan*: Upgraded program will benefit from late addition of veteran navigator Paul Kamen. *Soldini*, a J/105 with symmetrical kites, will be a threat as well.

DIV. D — *E.T.*: If this triplehanded Antrim 27 doesn't blow up in the early going, it will plane away from this class. *Mojo Rising* and *Bodacious* could also end up on the podium.

DIV. E — *Osprey*: New Antrim keel and rudder, asymmetrical kites, crew includes veterans Cliff Stagg and Harry Pattison. *Matador* will be a player, and the mysterious *Presto* looks lethal. Don't count out the BH-41s either.

DIV. F — *Octavia*: No doubt about it. Best of the SC 50s, which are still the best 'one way' boat to Hawaii ever designed. Wild card is *Kiwi Coyote*, a fast-looking N.Z. boat with lots of rating to overcome.

DIV. G (SC 52) — *Ingrid*: Veteran Santa Cruz crew, optimized boat. *Warpath* could also finish in the chips.

DIV. H — *Pegasus*: Follow the money. An all-pro effort with a cinderblock glued on the gas pedal.

DH-I — *Wildflower*: Not the best boat in this class, but Skip knows the course. *Twice Daily* may be the right boat, but her crew is an unknown quantity.

DH-II — *Punk Dolphin* will give this class The Bird. Waterline, symmetrical kites, lots of prep, and two tough guys. A J/105 will be second.

FIRST TO FINISH — *Pegasus*: A horse is a horse, of course, of course.

FIRST OVERALL — *E.T.*: if they can keep the rig and rudder in it.

PACIFIC CUP PREVIEW

triplehanded by Todd Hedin, Liz Baylis and designer Jim Antrim — will also be a wet and wild chariot.

Most Pac Cups (boat) — There are 12 returning veterans (13 if by some miracle *Merlin* comes off the waiting list). Should *Merlin* make it (and what's a Pac Cup without her?), she will be in a tie with *ProMotion* at seven races (counting the 2000 one). *Rage* and *Bodacious* are next with four each, while *X-Dream* will be sailing her third race.

Most Pac Cups (sailors) — John Clauser (*Bodacious*) will notch his eighth Pac Cup, tying world circumnavigator Jim Corenman (who is not going this time). Bobbi Tosse (*Bodacious*), Steve Rander (*Rage*), Jim Quanci (*Zamazaan*) and Paul Kamen (*Elan*) all are on their seventh trip.

Most represented yacht club — Richmond YC has 11 entrants, followed closely by Santa Cruz with 10. SSS fielded 5 boats, Berkeley YC came up with 4, and all other clubs had three or less entries.

Most corporate — The SC 40 *ProMotion* will once again be exclusively manned by West Marine employees. Three 'associates' from the Watsonville headquarters, including skipper Robert Stege, will be joined by three East Coasters in an MTV 'Real World' type situation for the race over. All the spots on the boat were filled by resume. Another squad of West Mariner 'associates' will bring the boat back. We imagine both groups will still be on the clock while sailing — nice perk!

Rockstars (see also 'sailmakers' and 'navigators') — The entire *Pegasus* crew and half of the *Taxi Dancer* crew, Jim Antrim (*E.T.*), Bruce Schwab (*Rage*), Jock MacLean (*Cha-Ching*), Commodore Tompkins (*Flashgirl*), and '98 overall winner Bob Nance (*White Caps*).

Sailmakers — Cliff Stagg and Harry Pattison (*Osprey*), Kame Richards (White Caps), Robin Sodaro (*Vitesse*), Pete McCormick (*Kokopelli 2*), and Bill Columbo (*Rage*).

Excellent navigators — Mark Rudiger (*Pegasus*), Skip Allan (*Wildflower*), John Jourdane (*Heat Wave*), Paul Kamen (*Elan*), Robert Flowerman (*Flashgirl*), Gerry Swinton (*Octavia*), Jay Crum (*Ingrid*), and Patrick O'Brien (*Taxi Dancer*).

Married life — Couples risking their marriages in this race include newlyweds Commodore Tompkins and Nancy Potter (*Flashgirl*), John Clauser and Bobbi Tosse (*Bodacious*), Todd Hedin and Liz Baylis (*E.T.*), Jim and Diana Freeland (*Ariel*), Gary and Mindy Evans (*Alcyone*), Michael and Rory Downing (*El Tiburon*), and Don and Debbie McAdams (*Mystic*). One boat, *Marishanna*, even has two couples aboard



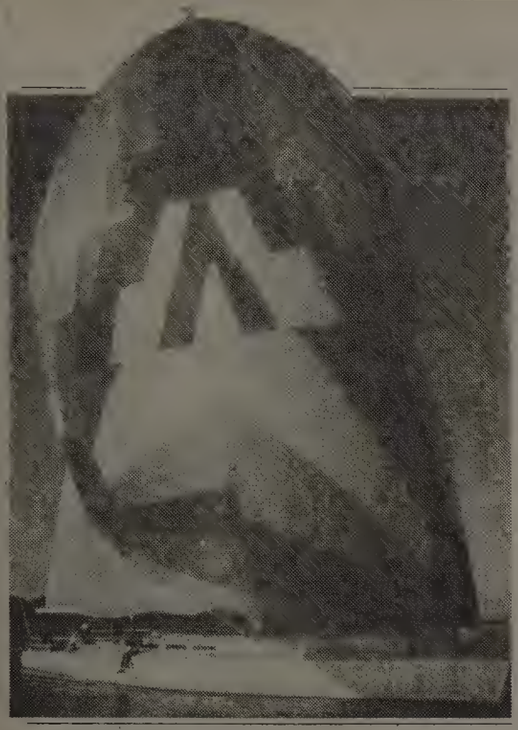
'Bodacious' is back for the fourth time.



'Sabertooth', one of four J/105s entered.

2000 West Marine

Yacht	Type	Owner	Homeport	PCR
DIVISION A (starts Mon., July 10 at 12:25)				
Nausikaa	Medalist 33-MkII	Geerling Goosen	San Francisco	216
Mystic	Cape Dory C330	Duane Yoslov	Sausalito	206
Formerly Known	Cust. HC 34	Andreas Schmid	Berkeley	198
Joie De Vivre	C&C 33	Douglas Kincaid	Santa Cruz	187
Spirit	Cust. S&S 33	Steve Lewis	Fresno	186
Diminished Capacity	Ranger 33	Edward Morgan	Redmond, WA	186
Cinderella	Ericson 35-2	Alan Trimble	Mercer Isl., WA	177
Farallone Flyer	Tartan 37	Michel Bergh	Montara	164
Odyssey	Hunter 35.5	James Rummonds	La Selva Beach	162
Omega I	Caliber Cutter	Don Van Dyken	Reno, NV	157
Halcyon	Tartan 37-2	Howard Willsie	Vashon, WA	156
DIVISION B (starts Mon., July 10 at 12:40)				
Gypsy Warrior	Freya 39	Rick Gio	Sebastopol	165
Cayenne	Passport 40	Michael Moradzadeh	Belvedere	161
El Tiburon	Passport 42	Michael Downing	San Rafael	146
Victoria!	Cal 40 Mod.	Timm Lessley	Beaverton, OR	146
Goliard	Slocum 43	Larry Clark	San Francisco	143
Tango	Beneteau 40 CC	Howard Raphael	Palo Alto	140
Red Sky	Olson 34	Brian Boschma	San Jose	139
Alicante	Sabre 38-2	J. Randolph Paulling	Geyserville	138
Cirrus	Standfast 40	Bill Myers	Oakland	136
White Eagle	Gulfstar 50	Harley Gardner	Phoenix, AZ	127
Crescendo	Centurion 40	Christopher Gilbert	Gig Harbor, WA	126
DIVISION C (starts Tues., July 11 at 13:05)				
Free Spirit	Jeanneau 40	Lionel Richard	Sutter Creek	125
Spirit Lesson	Express 34	Tim Kelbert	Corralitos	117
Adriana	Swan 44	Myron Lyon	San Diego	114
Witchcraft	Cust. Young 37	Dawn Redman	Portland, OR	112
Mystic	Isl. Peterson 40	Gene Brown	Longbranch, WA	108
Sabertooth	J/105	Mike Eagan	Tiburon	97
Stray Cat Blues	J/35	Bill Parks	Fremont	96
Elan	Express 37	Bill Riess	Oakland	95
Marishanna	Wylie 38	John Freeman	Glenhaven	94
Soldini	J/105 mod.	Steve Nurse	Mountain View	94
DIVISION D (starts Tues., July 11 at 13:20)				
Sumatra	Trintella 53	Jerome Morgan	Santa Rosa	93
Bodacious	Farr 40	J. Clauser/B. Tosse	Walnut Creek	92
Seafox	Sabre 452	Larry Fox	Lafayette	88
E.T.	Antrim 27	Todd Hedin/Liz Baylis	San Rafael	81
X-Dream	X-119	Steen Moller	San Anselmo	73
Mojo Rising	Beneteau First 40.7	Craig Craigie	Richmond	70
ProMotion	SC 40	Robert Stege	Watsonville	65
Tiger Beetle	Cust. N/M 45	Rob Macfarlane	Alameda	65



Commander Rander's 'Rage' — new potential?



Yellow wildcard — the chartered 'Taxi Dancer'.

Pacific Cup Entries

Yacht	Type	Owner	Homeport	PCR
DIVISION E (starts Wed., July 12 at 13:30)				
Matador	Aerodyne 38	Jason Khoury	San Diego	62
Osprey	SC 40	Nick Barran	Northridge	54
Flite	Olson 40	Anthony Gaides	Los Altos	50
Flashgirl	Cust. Wylie 38+	Commodore Tompkins	Mill Valley	47
Cha-Ching	BH-41	Scooter Simmons	Belvedere	41
Glama!	BH-41	Seth Radow	Manhattan Beach	34
Zamazaan	Farr 52	C. Weghorn/A. Wong	Burlingame	27
Black Knight	Cust. Farr 39	Phil Friedman	Gardena	27
Roam	Young 40	Malcolm Brown	Ben Lomond	24
Presto	Cust. Bravura 35	Todd Wilsie	Seattle, WA	19
DIVISION F (starts Thurs., July 13 at 14:10)				
Anomaly	Cust. SC 50-2	William Elmer	Seattle, WA	12
White Caps	SC 50	Bob Nance	Sacramento	-5
Octavia	SC 50	Shep Kett	Watsonville	-6
Lina	SC 50 Mod.	Walter Pressell	Ventura	-9
Andiamo	Davidson 55	Andrew Taylor	Wellington, NZ	-10
Kiwi Coyote	Cust. Elliot 46	Robin Stewart	Auckland, NZ	-41
SC 52 (starts Thurs., July 13 at 14:25)				
Kokopelli 2	SC 52	Lani Spund	L. Gatos	-10
Triumph	SC 52 Mod.	Tad Diethrich	Scottsdale, AZ	-17
Ariel	SC 52 TM	J. & D. Freeland	Oakland	-20
Ingrid	SC 52	Bill Turpin	Los Gatos	-22
Warpath	SC 52 TM	Fred Howe	La Jolla	-23
Vitesse	SC 52	Bill Siegel	San Jose	-30
DIVISION H (starts Fri., July 14 at 14:50)				
Taxi Dancer	R/P 68	G. Baugh/T. Wells	Greenbrae	-93
Rage	Wylie 70	Steve Rander	Portland, OR	-99
Pegasus	Andrews 70+	Philippe Kahn	Soquel	-117
DOUBLEHANDED I (starts Mon., July 10 at 12:10)				
Wildflower	Wylie Cust. 27	Skip Allan	Capitola	216
Crinan	C&C 30	Don Blood	Alameda	206
Pali-Uli	Heretic 36	Dan Henkel	Corte Madera	183
Twice Daily	Moore 24	Chris Benak	Vancouver, WA	158
Victoria	Cal 40	Bill Partridge	San Anselmo	146
La Diana	Contessa 35	Fred Huffman	Los Angeles	138
Mirage	Express 27	Terry Cobb	Sacramento	135
DOUBLEHANDED II (starts Tues., July 11 at 12:50)				
Bequia	Beneteau 411	Dennis Ronk	Elk Grove	122
Temerity	Norseman 447	Fred Babian	Palo Alto	119
Beyond	Ericson 46	Jeffrey Haire	Brea	102
Surge III	Express 37	Charles Roskosz	Santa Cruz	101
Punk Dolphin	Cust. Wylie 39	Jonathan Livingston	Pleasanton	99
Walloping Swede	J/105	Tom Kassberg	San Francisco	97
Oeno	J/105 mod.	Tony Soter	Oakville	94

— John and Maggie Freeman, and John and Amy Diederich. Bill Riess (*Elan*), a shrink, will be available for marital counseling after the race.

Family values — Three boats have three family members aboard — the aforementioned *Victoria!*, *Spirit* (Steve Lewis, wife Ann, and son Patrick), and *Alicante* (father Randy Paulling, sons John and Tom). *Alicante* was an all-family effort — until daughter Ruth took a new job and replaced herself with another crew. (Previously, Randy has done the race doublehanded with each of his three kids!). . . Two doublehanded efforts are 100% family affairs: Don Blood is retiring from work on July 3, and is looking forward to the crossing with his 40-year-old son Peter, who lives in Pennsylvania, on their C&C 30 *Crinan*. Another doublehanded team is Fred and Brendan Huffman, who are sailing their Contessa 35 *La Diana* as this is being written.

Fun with names — Our vote for 'best name' goes to *Mojo Rising*, with an honorable mention to *Diminished Capacity*. In the 'redundancy' department, we have two *Mystics* (an Islander 40 and a Cape Dory 33) and two *Victorias* (both Cal 40s, though thankfully they are racing in different divisions and one of them has an exclamation mark behind her name). It's also a 'spirited' group this year: *Spirit*, *Spirit Lesson*, *Free Spirit*, and, waiting in the wings, *Spirit of Joy*.

Sisterships — Four J/105s (the ones with conventional spinny poles will beat the non-altered ones); two SC 40s (*Osprey* over *ProMotion*); two Express 37s (*Elan* over the doublehanded *Surge III*); two Cal 40s (one named *Victoria* will win) two BH-41s (*Cha-Ching* over *Glama!* —gotta go with the hometown team); four SC 50s (*Octavia*), six SC 52s (*Ingrid*).

Long distance award — *Andiamo* (Wellington, NZ) by a hair over *Kiwi Coyote* (Auckland, NZ). Honorable mentions to *Omega I* (Reno, NV), *White Eagle* (Phoenix, AZ), and *Triumph* (Scottsdale, AZ), all geographically challenged programs.

Biggest struggle getting to the starting line: *Kiwi Coyote* by a hair over *Andiamo*. *Kiwi Coyote* is being delivered to Long Beach on a container ship on July 2, and then has to bash up the coast — yuck! Meanwhile, *Andiamo* is being shipped to Oakland via Fiji, a dangerous place to pass through lately due to the military coup in progress.

Best ulterior motive — *Glama!* and *Cha-Ching* will be sailing on the USA White team in August's Kenwood Cup. *Andiamo*, *Mojo Rising*, *Sabertooth*, *Soldini* and *Walloping Swede* will also be com

PACIFIC CUP PREVIEW



West Marine's SC 40 'ProMotion' will be sailing in an unprecedented seventh Pac Cup.



ALL PHOTOS COURTESY PCYC

The Antrim 27 'E.T.' — once this baby starts planing, throw out the PHRF handicaps!

peting in the Kenwood Cup.

Hates backseat drivers — Jonathan Livingston (*Punk Dolphin*) is going double-handed for the fourth time. Previous trips were on the Express 27 *Light'n'Up* in '84 and '86, and *Punky* in '96.

Oldest/wisest sailor — No one will give us a straight answer on this one, but certainly Commodore Tompkins, Bill Siegel, and Randy Paulling are in the running.

Youngest sailors — Ryan Simmons and Laclan MacLean, both 16 years old, will be helping their dads race *Cha Ching*. If there are younger sailors in this year's fleet, we're not aware of it.

Number of boats with 125% jib credit — 38 and counting (about half). Some races (e.g., the SSS TransPac) have done away with this silly loophole. By leaving genoas at home and taking only 125% or smaller jibs, you pick up 6 seconds a mile — good for a 'free' 3.5 hours over the course. Why doesn't everyone take advantage of this rating anomaly?

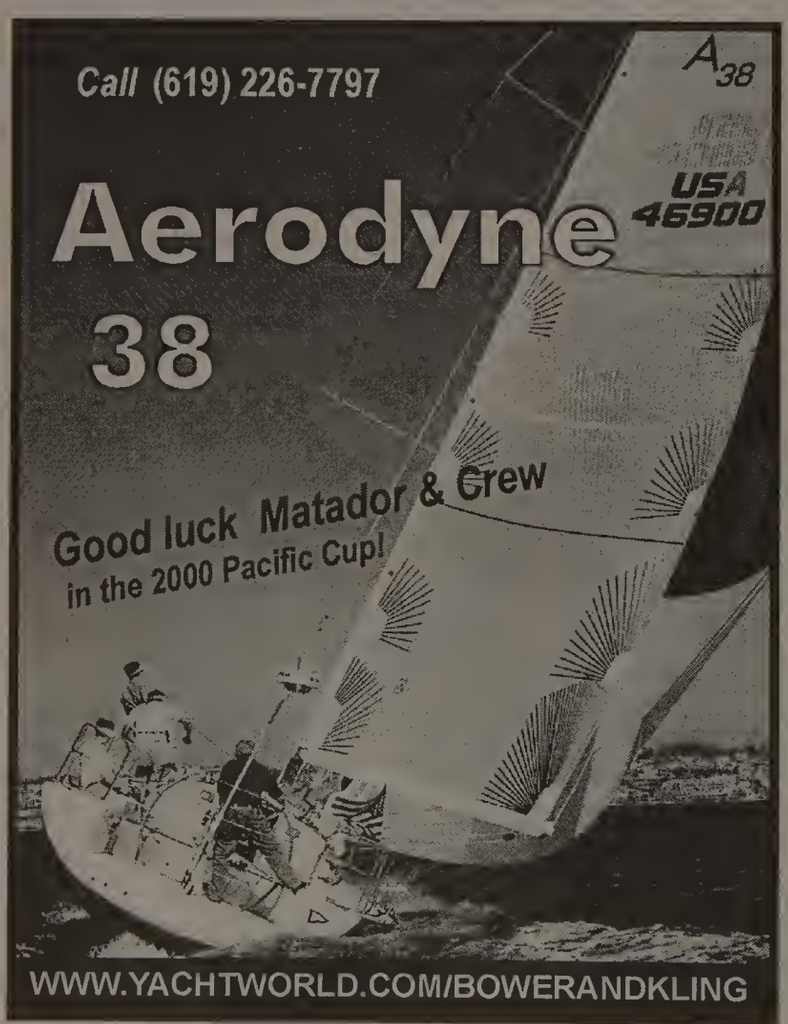
Coolest mascot — *El Tiburon*, a Passport 42, will be taking a cat named Snowball. Look for an exclusive interview with the feline after the race.

Bearded PhDs who drink Coors Light and smoke Carltons — Just kidding, but there's at least one in the fleet. Okay, we're getting a little carried away now, a sure sign that it's time to quit this preview!

We'll have as much of the Pacific Cup story as we can cram into next month's issue — but given that the finish will be unfolding right on our deadline, we'll probably have to break our coverage up over two months. Check the race website (*www.pacificcup.org*) for daily updates and comments after 12 p.m. each day, as well as *www.sailing.quokka.com* for updates from the *Rage* regulars.

We wish all Pac Cuppers a safe and speedy trip! Be sure to take plenty of photos, wear sunscreen during the day and safety harnesses at night, jibe on all the lifts and, in general, have the time of your lives.

— latitude/*rkm*

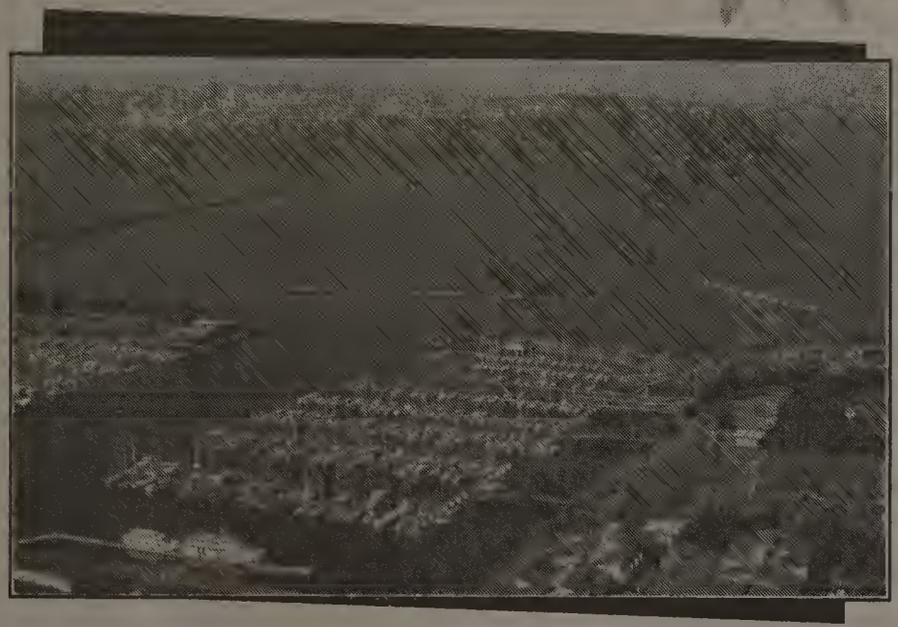




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MAX EBB

It looked very salty, but also very much out of place in the marina on a mild summer morning. A large modern cruiser had hoisted its storm canvas — a tiny jib and a genuine storm trysail. Worth a small detour for a closer look, I reasoned.

"The classic technique is to get on the right latitude and sail west 'til you see land. . ."

Even more out of place on this boat was Lee Helm, busy with a drill and some small bits of deck hardware.

"What are you doing on a crab-crusher?" I asked as I came within range.

"Like, I'm not hot on this design either," she answered, "but it's no crab-crusher. I mean, displacement-length ratio is down around 180, so if the crew can keep the pedal down they'll have a fast race."

Lee seemed to be installing padeyes near the companionway hatch. Considering the storm sails, the emergency rudder on the stern, the flares and life jackets and harnesses out on display in the cockpit, and the reference to an upcoming race, I was able to put two and two together:

"So this boat is racing to Hawaii! And this must be inspection day."

"You got it, Max. We're almost ready. Just as soon as I, like, drill a few more holes in the deck."

"That's always fun," I noted. "Especially on a new boat. Are you on the crew for this race?"

"Have to be — the owner is on my thesis review committee! It's no crab-crusher, but it's no sled either, and I'd rather take a faster ride. But like, sometimes you can't say no. Come up and hold this screwdriver while I tighten from underneath."

I climbed aboard, still admiring the heavy crisp dacron of the storm trysail. Lee gave me the screwdriver and disappeared below.

"Start with aft starboard," came her muffled voice through the deck. I held the screwdriver in place and felt the torque as the nut was driven tight from below.

That's when the owner arrived, carrying an armload of charts and books.

"I haven't had the pleasure," she said as she stepped onto her boat. Which I correctly interpreted to mean, "Who the hell are you and what are doing with that screwdriver?"

"Lee's down below," I quickly explained, "on the other end of these machine screws. Nice storm canvas, by the way."

"Thanks, but if we ever have to see these sails again, we'll be in trouble."

"Forward port side is next," came Lee's voice again.

I applied the screwdriver to the next three bolts, being careful to align all the slotted screw heads in the same direction for good looks. Then Lee popped back on deck.

"Padeyes are all done," she announced as she wiped away the excess caulking. Did you get everything on the list?"

"Almost everything," said the owner. "Charts, light list, plastic sextant, plotting sheets, weatherfax paper — but the Race Instructions say we need to have tables for celestial navigation. I hope the inspector doesn't want us carry a full set of celestial navigation tables."

"You could get by with just a *Nautical Almanac* and one volume of *H.O. 249*," I volunteered.

"Or *H.O. 208* or *211*, the official Geek Orthodox versions," added Lee. "Those are direct logarithmic solutions to the navigational triangle. A lot more work to use, but a much smaller and lighter book. *H.O. 249* is really just a massive table of precomputed solutions, with interpolation procedures added."

"So I deduced," said the professor, "based on the size of the book. I'm hoping that some sight-reduction software will meet the requirement."

"I think the scenario they're worried about," I said, "is complete electrical failure. If I were inspecting, I'd want to see paper tables."

"But we'll have as many handheld GPS receivers as there are crew, and a big stock of spare batteries. Unless it's the possible failure of the GPS system itself that they're worried about."

"I think this one sheet of paper will do it," said Lee, producing a bright yellow piece of paper titled "How to Find Hawaii with a Sextant, July 2000."

The table had amazingly little data on it. The first column was the date, and the second column was labeled "sextant reading at noon — if it's higher you're too far south, if it's less you're too far north."

"This would do the job, I guess," I said as I examined the sheet. "But do you think everyone knows how to take a good noon sight?"

"Most people know about rocking the sextant to make sure they're measuring the angle in a vertical plane, or the minimum angular distance from sun to horizon. But like, for these sights, the sun is going to be almost right overhead. The latitude of Makapuu Point Light, on the eastern tip of Oahu, is 21 degrees, 18.6 minutes. If this race were two or three weeks earlier it would be a problem, because boats would be approaching the Island with the sun exactly overhead at noon, and that can make noon sights tricky if you don't keep your wits about you. But the sun passes through 21,18.6 on July 16, and will have moved below 20 degrees by July 23rd. So like, the sun will be south of the fleet for the entire race."

"This gets us on the right latitude," said the skipper, "but what about longitude?"

"Oh that," said Lee. "Traditionally — at least if your tradition goes back far enough — navigators could only guess at longitude. So like, the classic technique is to get on the right latitude and sail west 'til you see land. Or in this case, to see that lighthouse at Makapuu with its 19 mile range. But like, have no fear. Column three is for longitude. You need to know the time, though, and there's approximately a mile of longitude error for every four seconds of time error."

"Don't you need to know the time for a noon sight, too?" asked the skipper.

"No," said Lee. "All you're looking for is the maximum angle, when the sun appears highest in the sky. You take lots of sights to find the maximum."

"Of course," said the skipper.

"I mean, like, even if we're hit by lightning five times," continued Lee, "and even if every handheld GPS and every digital watch is fried by electromagnetic pulse or falls in the bilge, you can still use a sextant and this table to find Oahu."

The skipper and I looked at the rest of

Date	Sextant Reading for Makapuu Pt. Light Latitude, at local apparent noon	Sextant Reading for Makapuu Pt. Light Longitude, at 6:00 PM PDT
July 20	88 - 55.8	56 - 26.3
July 21	88 - 44.0	56 - 25.3
July 22	88 - 31.9	56 - 23.9
July 23	88 - 19.5	56 - 22.3
July 24	88 - 06.7	56 - 20.5
July 25	87 - 53.6	56 - 18.4
July 26	87 - 40.1	56 - 16.1
July 27	87 - 26.4	56 - 13.4
July 28	87 - 12.4	56 - 10.6
July 29	86 - 58.0	56 - 07.3
July 30	86 - 43.3	56 - 03.9
July 31	86 - 28.4	56 - 00.1
August 1	86 - 13.1	55 - 56.1
August 2	85 - 57.6	55 - 51.7
August 3	85 - 41.8	55 - 47.1
August 4	85 - 25.7	55 - 42.1
August 5	85 - 09.3	55 - 36.8
August 6	84 - 52.7	55 - 31.2
August 7	84 - 35.8	55 - 25.3
August 8	84 - 18.6	55 - 19.1
August 9	84 - 01.2	55 - 12.6
August 10	83 - 43.5	55 - 05.6
August 11	83 - 25.6	54 - 58.4
August 12	83 - 07.5	54 - 51.0

Corrections for refraction. Semi-diameter and dip are included.

Index error is not included. Check the zero reading of your sextant on the horizon.

Assumed height of observer above average wave tops is 2.0 meters.

Be sure to measure the minimum angular distance from lower edge of sun to horizon, determined by "rocking" the sextant.

For latitude, a sextant reading less than the value in the table means you are north of Makapuu (60 miles for every degree). A larger sextant reading means you are too far south.

For longitude, subtract the actual sextant reading from the value in the table to find distance east of Makapuu. This is only accurate if you are already at the latitude of Makapuu.

Lee's celestial crib sheet. Column three was labeled "Subtract sextant reading at 2300 GMT from this number to find distance to Oahu."

"It only works when you're already at the latitude of Makapuu," Lee pointed out. "But like, at least it will give you some idea how many days to go, and whether you should slow down at night if visibility is bad."

"Slow down?" I questioned. "This is a race!"

"For sure. But like, if we're reduced to using celestial to find Oahu in the year 2000, things must be pretty grim. . . "

"Thanks, Lee," said the skipper. "I'll consider the sight reduction tables taken care of. Hope the inspector agrees."

The owner went below, and I passed down all the newly acquired stuff. Lee went below to help organize stowage, and I followed.

"How many crew are you going with?" I asked, looking at the curved settee backs and the double bunks that would be problematic as sea berths.

"Probably seven," said the skipper.

"That makes it hard to split it up into two watches," I noted. "Unless you have a dedicated cook or navigator who's always on standby."

"That reminds me," said Lee. "Here's what I came up with for a watch rotation schedule. It's a quad-modal variable interval volleyball rotation system."

Lee passed the skipper another sheet of paper.

"So we might have as many as five people off at any one time," observed the skipper. "That means we'll need to build a trundle board for the aft double, and new cushions, to make it into two singles."

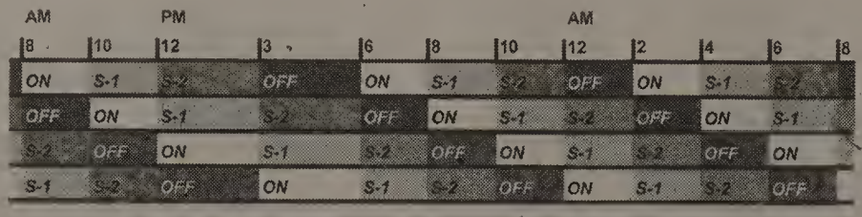
"What kind of cockamamie station bill gives you two on and five off?"

"What kind of cockamamie station bill gives you two on and five off?" I asked.

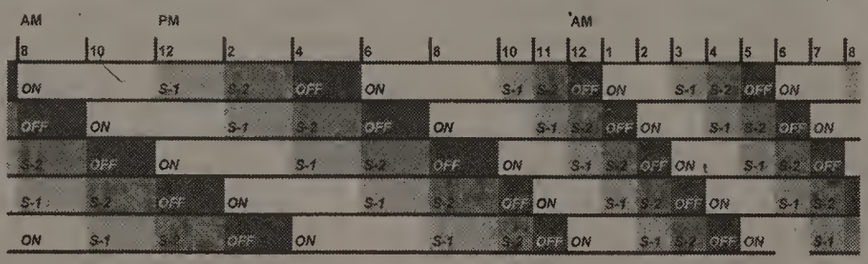
The skipper passed me Lee's creation, a spreadsheet titled "7-person station bill." 'Cockamamie' was an understatement. "Very impressive, Lee, but do you really think that the rest of the crew is ever going to figure this out at sea?"

"They don't have to figure anything out, Max. That's all done ahead of time. See, I even use AM and PM, so they don't have

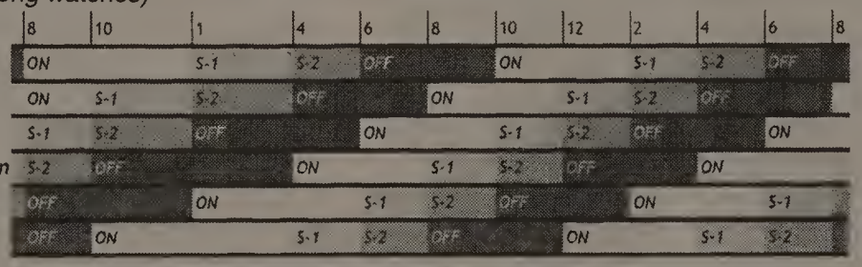
4-Person Station Bill



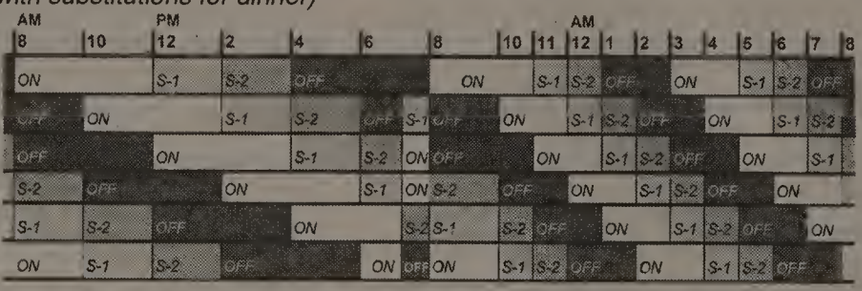
5-Person Station Bill



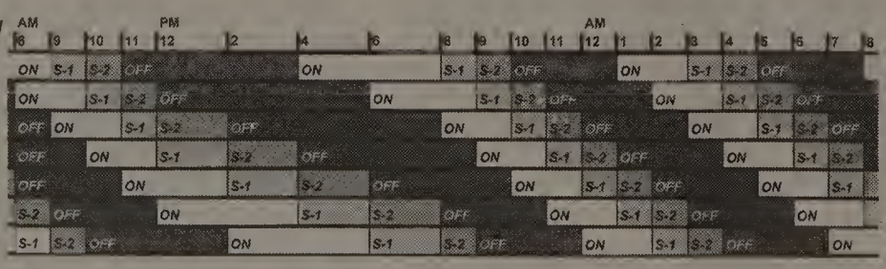
6-Person (long watches) Station Bill



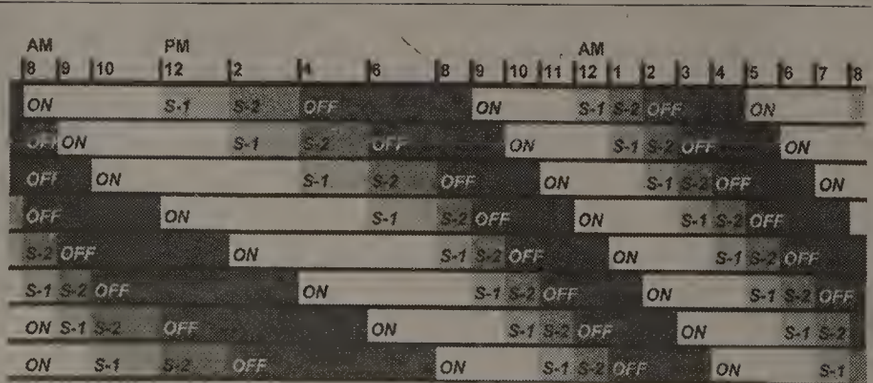
6-Person (with substitutions for dinner) Station Bill



7-Person Station Bill



8-Person Station Bill



to struggle to add 12 when they're too tired to think. There's a separate chart for each day, with the names moved to the correct row. So like, all they have to do is look at what's taped up on the bulkhead. I mean, this wasn't possible before the invention of the computer spreadsheet."

"I can see that. But what's the advantage of this mess?"

"One of the problems with all the traditional alternating watch systems," explained Lee, "is that crew who are 'on watch' and not really needed end up sitting in the cockpit doing nothing for hours when they should be sleeping. Yeah, they can doze in the cockpit, but it's not the same."

"How does this system help? And what's 'S-1' and S-2' on the chart?"

"That's why I call it 'quad-modal.' There are four possible states: on, off, standby one, and standby two. 'Standby one' means you have all your gear on, and you're ready to be on deck and hooked up with just a few seconds notice. You can sleep, but you have to be ready to spring. 'Standby two' means you can get out of your gear and into the sleeping bag. But you're the first one called up if help from the off-watch is needed."

"Okay, now the system makes a little more sense," I allowed. "If we treat S-1 as 'on' and S-2 as 'off.' That way there are always three people available out of seven.

"Right, and four out of seven on deck if conditions call for it. I mean, the main thing is that it allows much more flexibility than a fixed alternating system. Crew can get more sleep when the going is easy, and it distributes the load evenly when things are rough."

"Why did you call it a 'volleyball' rotation?'" I asked.

"Because the crew rotates through the positions like a volleyball team. This has, like several advantages. For one thing, you get to be on watch with more of the crew — you're not always sharing the deck with the same people as they rotate on and off."

"That could work both ways," I noted. "But I suppose it reduces the impact of being on watch with someone you might be having a problem with."

"And if one person has great stories to tell," added the skipper, "more of the crew get to hear them. I think it will also tend to reduce watch rivalry, which I hear can get out of hand."

"One other problem with alternating

watches," added Lee, "is that the watch changes usually only come at four hour intervals — longer on the popular 'Swedish system' where there are six-hour watches during the day. When the crew is tired, there's like, a really strong motivation to delay jibes and sail changes to the scheduled watch change, and the result is that a lot of stuff doesn't get done when it should get done. Or, if the crew is gonzo and calls 'all hands' at the slightest windshift, everyone is so trashed after a few days that the boat melts down. But in this system, with a rotation every hour all night, and designated standbys, there's less incentive to wait and there's more frequent access to extra crew without waking people up."

"If you jibe on the hour," I noted, "you have access to five of the seven crew without calling up anyone who's in the middle of an off-watch."

"If the crew calls 'all hands' at the slightest windshift, after a few days the boat melts down."

"But how are we going to handle meals?" asked the skipper. "There's never a complete watch change, so we can't do the usual two sittings to feed the whole crew."

"That's one downside," admitted Lee. "But it's rare for off-watch crew to be asleep around dinnertime. If you really want to do formal meals, though, we can schedule in some substitutions to get everyone to the table."

Lee proceeded to show me how the chart could be modified to accomplish this, although it did involve interrupting some long off-watches.

Then there was a knock on the hatch.

"Race inspection!" hailed a voice from the cockpit. It was the volunteer from the race committee. "And thanks for having the storm sails up — it makes it easy to find the boat — you know, I'm lost when I'm on land."

"Let's do the emergency rudder demo first," he said after he had been invited down below to review documents relating to the liferaft and EPIRB. "We can check off most of the equipment items while motoring in and out of the harbor."

It was my cue to jump ship, leaving Lee and her friend at the mercy of the inspector.

And if you think her watch system is complicated, you should see her emergency steering rig. . .

— max ebb



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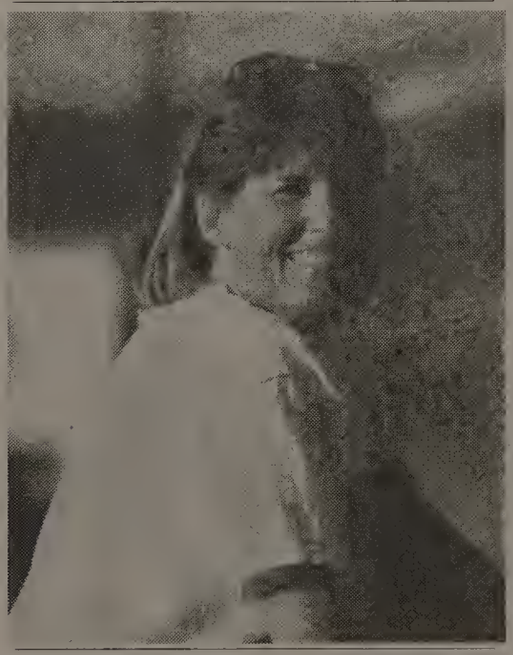
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HOMEWARD BOUND

After having *Pandora* in Mexico for three years, on April 30th we departed Clarion Island — the most westerly of Mexico's Revillagigedo Islands — for San Francisco. Rather than do the infamous 'Baja Bash' up the coast of the Baja Peninsula to get *Pandora* home, we thought a nice long reach on the 'clipper route' would be a more enjoyable alternative. Besides, we didn't want to miss the awesome diving at the Revillagigedo Island group, which extends 386 miles to THE southwest of Cabo. If we chose to sail up along the coast from Clarion, we'd have to bash back to Cabo before we could even begin the 'regular bash' north.



Karla and (right) Mark.

The concept behind the clipper route is that you start out by sailing west. As you get farther offshore, the wind veers from the northwest to the northeast — and you can start carving more to the north. You spend most of the trip about 600 miles offshore, then tack only once, toward shore when you can finally lay your west coast destination. In theory the clipper route involves lots of close reaching in a more favorable current, and reasonably mild sailing conditions.

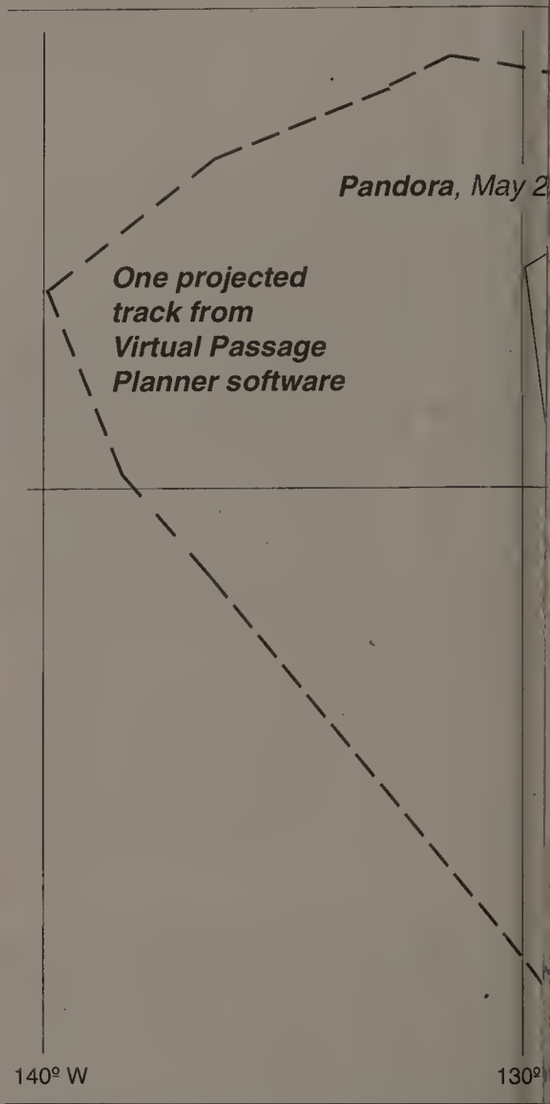
Before leaving, we went to another boat's computer and researched the clipper route on the Virtual Passage Planner. This is one of several programs available that combine pilot chart information with plenty of plotting power. They predict performance on any passage worldwide, for any month, using waterline length and other boat information that you enter. Thus, in one evening we checked out a half dozen possibilities simply by 'mousing' potential waypoints around on the screen. The next page would give us the percentage of beating, reaching, or running, along with time per leg and average speed. It even told us expected hours of motoring per leg based on our minimum sailing speed — even though we wanted to sail all the way. Except for about six hours halfway home, there was no shortage of wind for sailing!

ALL PHOTOS MARK CENAC & KARLA LUEBS



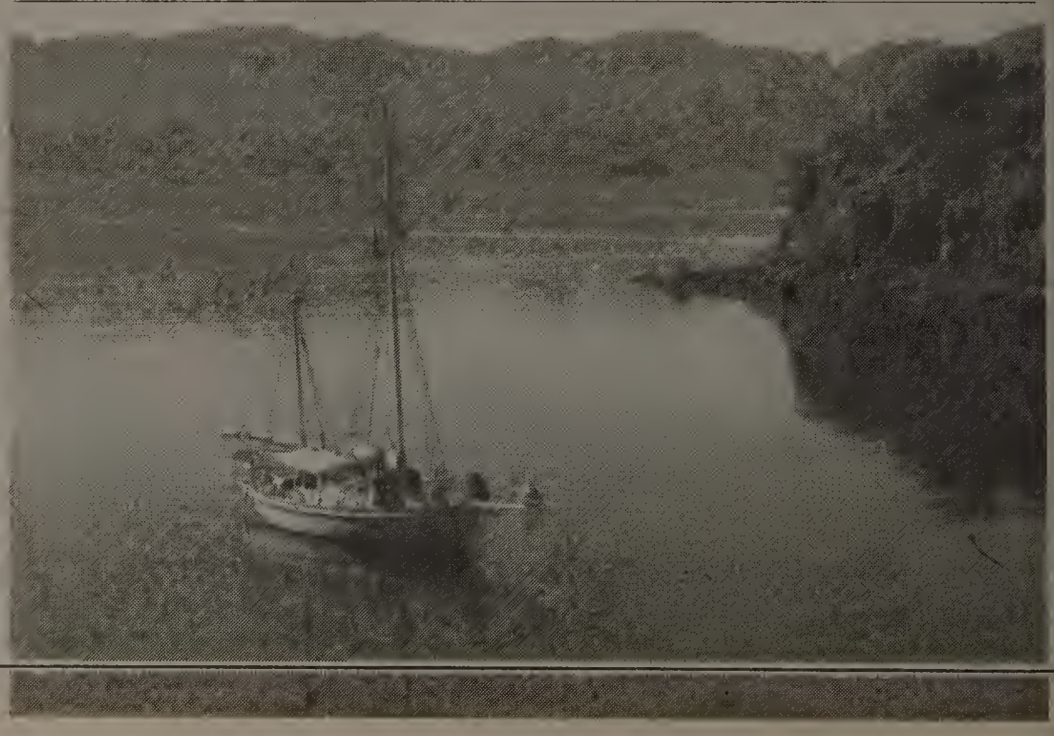
For the first five days of our clipper route passage home, the conditions were pretty much as advertised, and we were able to reach in reasonable conditions.

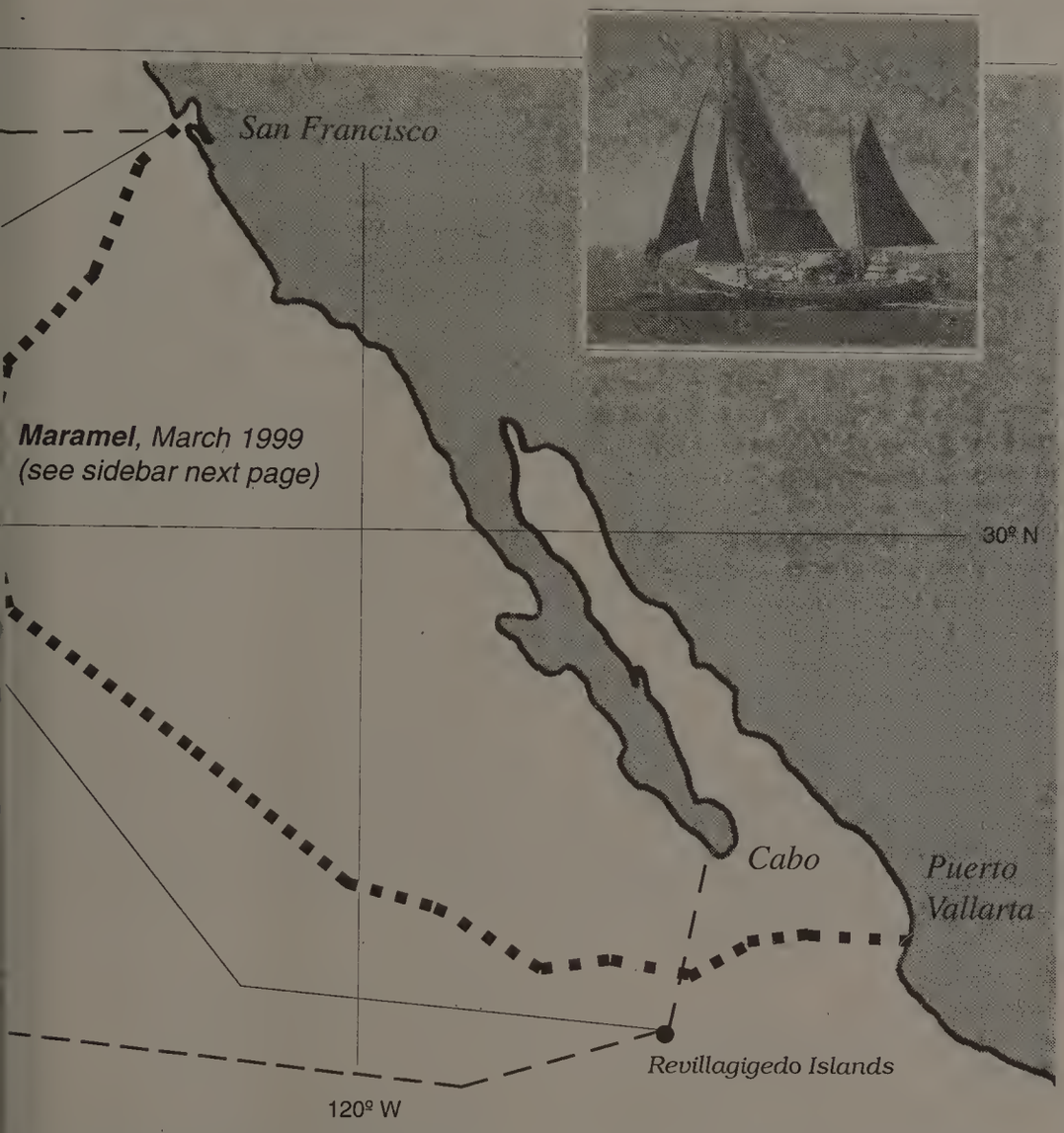
'Pandora' anchored in Honeymoon Cove. She spent the summers in dry storage at Marina Seca (San Carlos) while Mark came home to work.



For the remaining 16 days, however, it was a bash all the way. And when the wind got particularly nasty, there was, of course, no shelter or place to hide that far offshore.

We believe that our big problems were





Different years, different boats, different winds — Every clipper route will differ slightly depending on the time of year and the weather. Inset, 'Pandora' under sail.

that our timing was a little off and the weather was unusual this year. The ideal time to attempt the clipper route is after the fronts move north but before hurricane season starts — usually mid to late May from the Revillagigedos. But this spring the jet stream strayed further south than normal, which brought the lows further south later in the season.

Since the advent of GPS, all the time we used to spend doing sights and maintaining our DR is now spent downloading and studying tons of weather data. While we got lots of general weather info — and great moral support from cruisers on the various Mexican radio nets — we didn't get some critical information. On long passages such as the offshore route back to San Francisco, the 500 MB charts clearly show the upper level winds that move the surface systems. Had we had better 500 MB info, we would have known to wait until the jet stream had shifted north. We're definitely not doing anymore offshore passages without a weatherfax!

In any event, on days 9 through 11, we were hit by a large but slow-moving low — which brought us 30 knots of wind on the nose and 12-foot seas. We had to get the jib and mizzen in, and double-reef the mainsail. When it blew even harder at night, we hove to.

About the 15th day, we finally tacked — and got stuck between two lows which required us to beat into 25 to 30-knot winds. For the last few days of our journey, the forecast was for high pressure, which sounded great. But it was combined with a huge low inland that sucked a lot of wind in from the ocean. Even after heaving to for another day in 35 knots, we still had strong winds and 15-foot seas. At least we finally had some sun

The worst sailing of all was when we had a big swell from the side as we climbed the wind waves. Then we'd slide down sideways as we got creamed over the bow. It was also depressing to heave to closer to the coast, where the current set us south at up to two knots. After that we were so eager to finish the passage that we motorsailed into 30+ knot winds and big seas for most of the last two days.

It was, to say the least, a difficult 21-day trip back to San Francisco. At least we both had plenty of sailing experience. Karla hadn't been offshore as much, but she's the one who never lost her cookies. Rough as it was, one of us could always get some rest while the other handled the boat. And with a potential three-week exposure to the open ocean, we were fully aware that the weather might surprise us. After all, Karla had done a 'Baja Bash' last June that surprised her — because it turned out to be much easier than a trip she'd made *down* the coast in '97! You just never know about the weather.

Fortunately, we both had complete confidence in *Pandora*, which is one of three ferro-hulled Ingrid 38s that were built in China Basin back in the '70s. Her gaff ketch rig was really snug under double-reefed main and staysail. With vangs and preventers, we had the equivalent of a 10-foot traveler — so that main was flat! Her center cockpit with a large and sturdy hard dodger only took one bucket of water. As awful as the motion was, we'd been on bigger boats where it had been worse. As long as we didn't fall overboard, we knew *Pandora* would get us home safely.

Nonetheless, we did have some equipment failures. The first few days out to sea we blew up several blocks and snap shackles that had done just fine for the Ha-Ha and three seasons in the Sea of Cortez. A couple of lines also chafed through — until we put protection on everything even remotely at risk. Likewise, the coastal Tillerpilot that is rated for up to 14,000-lb. boats and had done fine to Mexico, blew out its mounting pin twice trying to heave our 27,000 lbs. around in the big waves. Fortunately, we were able to repair it in a couple of hours each time, as the mate wasn't enamored with the notion of having to hand steer into 30 knots of wind and 12-foot seas the rest of the way home.

By the 15th day, we got stuck between two lows which required us to beat into 25 to 30-knot winds...

CLIPPER ROUTE CONSIDERATIONS

Alan Olson is a Bay Area charter skipper, sailing instructor and schooner sailor. He's probably most familiar to local sailors and readers via his two best-known boats: *Stone Witch* and *Maramel*. He has probably put in more miles under schooner rig than any other schoonerman on the coast with the possible exception of Merle Peterson.

Olson is a big fan of the clipper route. He has used it himself five times — both with and without an engine — and other *Maramel* delivery skippers have used it several more. His longest clipper route passages were 35 days (two different trips of equal duration aboard *Stone Witch*); his shortest, 17 days aboard *Maramel*. Here are some of Alan's tips and observations for people considering the clipper route who will be heading home from Mexico the usual time, between late March and early May.

• "Puerto Vallarta is a good departure point. If you leave from there, you can work your way out in light airs to The Spot — 20° north and 120° west. When you get there, it's almost like magic: on or very close to this exact spot, you will start to get a north-northeasterly, which is the edge of the Trades."



'Maramel.'

• "Resist the urge to tack for home right away. It will feel like you're going the 'wrong way,' but you're really paralleling the coast as it curves east. You need to keep going past The Spot, for a week or more, curving slowly north with the wind. You'll tack somewhere between 33 and 35 degrees and then start heading northeast for San Francisco."

• "The beginning of the clipper route is always nice. The southern half often features very light winds."

• "It's often nasty out there. When Kevin O'Neill brought *Maramel* up, he was caught by a storm that blew for two days and set him back 100 miles. Another time, Richard Bowen was hove to for two days riding out another blow. At the other extreme, I sailed out to The Spot one year and caught a lingering storm out of the south. We rode it, broad reaching, almost the whole inbound tack."

• "The most important thing to remember about the clipper route is *not to break passage*. If you chicken out or break some gear and have to head back in, you'll lose every advantage that you had. It's also likely that the crew will all jump ship and you'll have to get the boat up yourself. Because then, just like everybody else, you'll have to pound up the coast with the wind in your teeth and deal with all the various hazards along the way."

As you might expect in such conditions, we had water everywhere. During the worst of it, we took green water down the side decks every couple of seconds — and occasionally over the dodger. Despite having a custom fiberglass hawse up to the windlass on top of the bowsprit — and carefully packing the anchor chain with a towel wrapped in plastic — water ran in every time it was submerged. During the roughest weather that leak filled the forward bilges every 10 to 15 minutes. Next time both anchors and chains come off the rollers and both hawses get sealed tight! We also took enough water through the radar and radio cable deck holes to soak all our clothes and towels. It had never leaked there during three years in Mexico, but we should have known it would be different at sea.

Thanks to other pre-passage precautions, we didn't take any water through the port windows or hatches, or in the engine room or on any electronics either. Sure, it took a week to clean up after we got home, but she's ready to go to sea again. And so are we — as long as it's downwind!

The greatest irony of all? After enduring heavy weather for most of the 20 days — and particularly the last 10 — we had to motor back beneath the Golden Gate. And it was so foggy that we didn't even get to see the landmark bridge. After three weeks at sea, it was wonderful to be back home nonetheless.

Would we do the clipper route again? We probably would if we were sure we'd picked the season right. But not without a weatherfax! The following is a day-by-day account of our trip, including daily mileage and weather as observed at 0600:

Depart Clarion at 1900, April 30.

Day 1 — 57 miles sailed in 15 to 20 knots from the NW. Confused sea. Partly cloudly.

Day 2 — 119 miles sailed in 18 to 20 knots from the NW. Confused sea. Partly cloudy.

Day 3 — 116 miles sailed in 18 to 20 knots from the NW. Confused sea. Cloudy.

Day 4 — 115 miles sailed in 15 to18 knots from the N. Cloudy.

Day 5 — 117 miles sailed in 15 to18 knots from the NNE with two hours of sun. It was the first day we made significant northing.

Day 6 — 123 miles sailed in 18 to 20 knots from the NNW. Cloudy.

Day 7 — 110 miles sailed in 10 knots from the NNE, increasing to 20 knots. Six foot seas. Sun.

Day 8 — 109 miles sailed in 12 to 15 knots from the NNW. Cloudy.

Day 9 — 113 miles sailed in 25 knots from the NW, increasing to 30 knots. Cloudy. We hove to in the night.

Day 10 — 50 miles sailed in 25 knots from the NNW, increasing to 30 knots. Ten-foot seas. Cloudy. Hove to early that night..

Day 11 — 15 miles sailed in 30 knots from the NNW that decreased to 25 knots. Ten foot seas. Cloudy. Hove to during the day.

Day 12 — 13 miles sailed in 5 to 10 knots from the NE. 4 to 6 foot seas. Motored during the day.

Day 13 — 71 miles motored and sailed in 10 to 15 knots from the WSW, increasing to 25 knots. 2 foot seas increased to 8 foot seas.

Day 14 — 110 miles sailed in 20 knot winds from the NW, increasing to 25 knots with 10 foot seas. Cloudy.

Day 15 — 110 miles sailed in 25 knots from the WNW, increasing to 30 knots. 8-foot seas built to 12 feet.

Day 16 — 127 miles sailed in 20 to 25 knots from the NW. 10 foot seas. Sun.

Day 17 — 94 miles sailed in 25 knots from the NW, increasing to 35 knots. 10-foot seas built to 12 feet. Hove to at night. Cloudy.

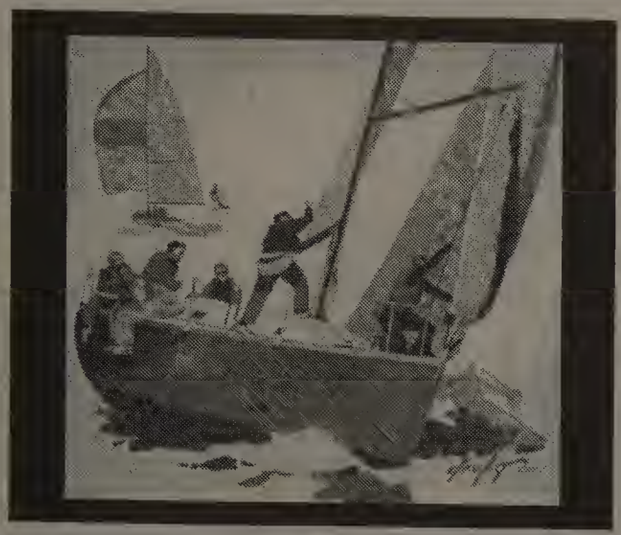
Day 18 — 42 miles sailed in 30 to 35 knots from the NNW with 10 to 15 foot seas. Hove to in the morning.

Day 19 — 82 miles sailed in 30 knots from the NNW with 10 to 12 foot seas. Cloudy.

Day 20 — 99 miles sailed in 10 to 12 knots from the NNW. Finally motored beneath the Golden Gate on radar in a thick fog, with help from Vessel Traffic Control.

One final note about other clipper routers: *Second Life* got clobbered by Conception. *Capricorn Cat* put into San Diego. Of 10 or so boats that started or said they were going to do the clipper route, to our knowledge only *Pandora* actually completed it.

— mark cenac and karla luebs



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DEVIL'S ISLAND

On our route from the Cape of Good Hope to the Caribbean, we laid over at Ascension Island, which lies on a mid-ocean South Atlantic ridge, halfway between Africa and South America. Then, opting not to make landfall on Brazil's northeastern shoulder, we set our sights on the Guianas.



ALL PHOTOS COURTESY GWEN CORNFIELD

Although the Iles du Salut possess a macabre heritage, today they provide a peaceful stopover for Westbound sailors like Gwen.

At first, the seas made me feel we were sailing in a washing machine, but a few days later all was well: the sea was calm, the trade winds were blowing steadily from behind, the South Equatorial Current was giving us a 4 to 5-knot push in the right direction and we were catching fish every day. One day we covered 194 NM, which was our boat, *Loreley's*, best 24-hour record ever.

On August 31 we turned to get onto the continental shelf and started making our way to the Isles de Salut, which lie 18 miles off the coast of French Guiana. There was little wind and we wondered if the current would sweep us past the islands. This problem was encountered by generations of engineless sailors, beginning as early as 1500. Perhaps because of their struggle to make landfall in these uncooperative conditions, the group came to be called 'Devil's Island(s)'.

The next day, however, we sighted the small group of islands, but were bedeviled in our own way when we discovered that our copy of an old French chart was not in sync with the positions we were getting on our GPS. It was a clear day, however, so we had no problem making our way to the recommended anchorage of Baie des Cocotiers, under a big, pink building on Isle Royale. At this stage, when we plotted our GPS position on the French chart it put us right next to the lighthouse in the center of the island.

The three islands of the group, Isle Royale, Isle St. Joseph and Isle Diable, were the scene of a notoriously hellish penal colony, built by the French in 1852, which housed convicts and political detainees until 1953. These isolated isles were made famous around the world, of course, by the bestselling book entitled *Papillon* (1970), in which author Henri Charriere recounts the unnerving tale of the 12 years he spent in the penal colony. Wrongly accused of murder — so he claimed — Charriere was convicted in 1931 and was given a life sentence, but he was determined to regain his freedom. He finally did so on his ninth escape attempt when he finally made it to the Venezuelan coast on a raft made of coconuts. The book was written 20 years later, when Charriere was 60. These islands gained even greater acclaim when the film version of *Papillon* was released in 1973, starring Steve McQueen and Dustin Hoffman.

Wrongly accused of murder — so he claimed — Charriere was convicted in 1931 and was given a life sentence, but he was determined to regain his freedom.

It being a Sunday when we arrived, the bay was crowded with several large yachts and dozens of Hobie cats. This assemblage turned out to be a regatta and eventually everyone took off like a colorful cloud of butterflies for the town of Kourou, which lay under the undulating hills on the faintly visible mainland coast. We then had the entire bay to ourselves.

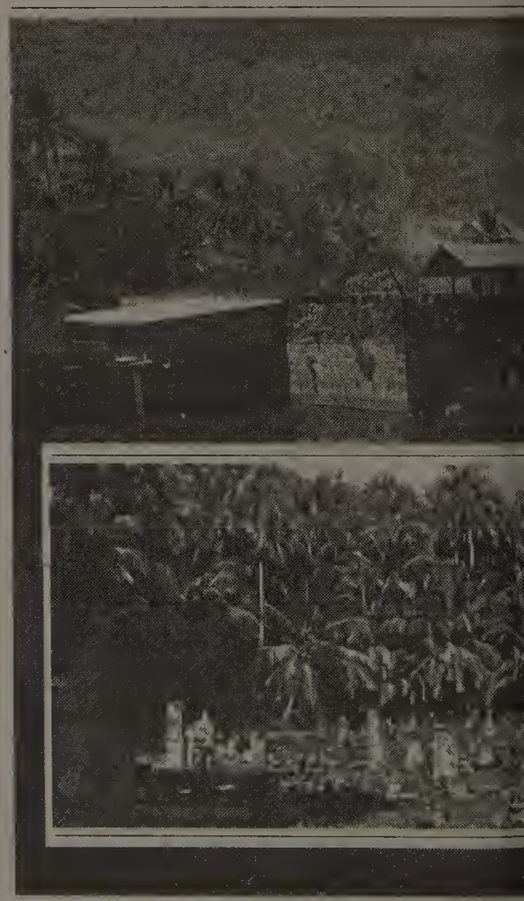
We launched our dinghy, tied it to the floating dock and walked toward an office with a French flag flying in front. There we were greeted by two gendarmes who were friendly and helpful — the business of entry into French Guiana was simple and cost nothing.

Unfortunately, we soon learned there was nothing to buy here, not even a loaf of French bread! They gave us a copy of the tide tables which was necessary as there is a 3 meter tide to contend with.

Lots of visitors came in by ferry or by boat each weekend and only then were the anchorages crowded. During the week they were blissfully quiet, although the ferry arrived each day to drop off a few visitors and to bring clients for the small hotel.

Baie Cocotiers is surrounded by coconut palms and old buildings. Many attractive paths surround and cut across the island. The constantly-changing scene with its tropical vegetation, small animals and birds, historical buildings and ruins made for interesting walking. There were always groups of *agouti*, which are like guinea-pigs, scuttling across the paths and scurrying through the bush. The bird life was wonderful and two kinds of monkeys were often seen pulling at berries and shaking the branches above us. A pair of red macaws took up their raucous calls every morning and evening as they flew between the islands.

Devil's Island is a rocky, palm covered islet where political prisoners, including Alfred Dreyfus, were held. This is the only island where the public may not come



ashore. Its main claim to fame amongst cruisers, is the excellent fishing off its northern point. Each weekend that area was crowded with fishing boats of all sizes.

At the unfriendly hotel on Isle Royale, which is the renovated prison guards' mess, you can see photos of tarpon and grouper of incredible size. We watched three fishermen struggle to haul a grouper into their boat. It was an almost impossible task as the fish was the size of a Jersey cow.

Besides all the walking, we also did a fair amount of climbing, even though the island is flat. There were fruit trees everywhere and as we wandered around we were able to fill our backpacks with mangoes, limes, guavas and other delights. There was an open grassy area in front of the renovated church, which was shaded by huge mango and breadfruit trees. The breadfruit seemed to drop and rot on the ground. As it was difficult to pick breadfruit inconspicuously, we asked permission to take some. The gendarmes readily told us to help ourselves. Mike used a long piece of tubing from our sun awning and a wire loop to pull them off.

When the soccer-ball-sized fruit was sliced up and fried, it made excellent chips. One evening we invited the gendarmes to share some of these chips and a bottle of good wine from Cape Town — both were 'firsts' for them.



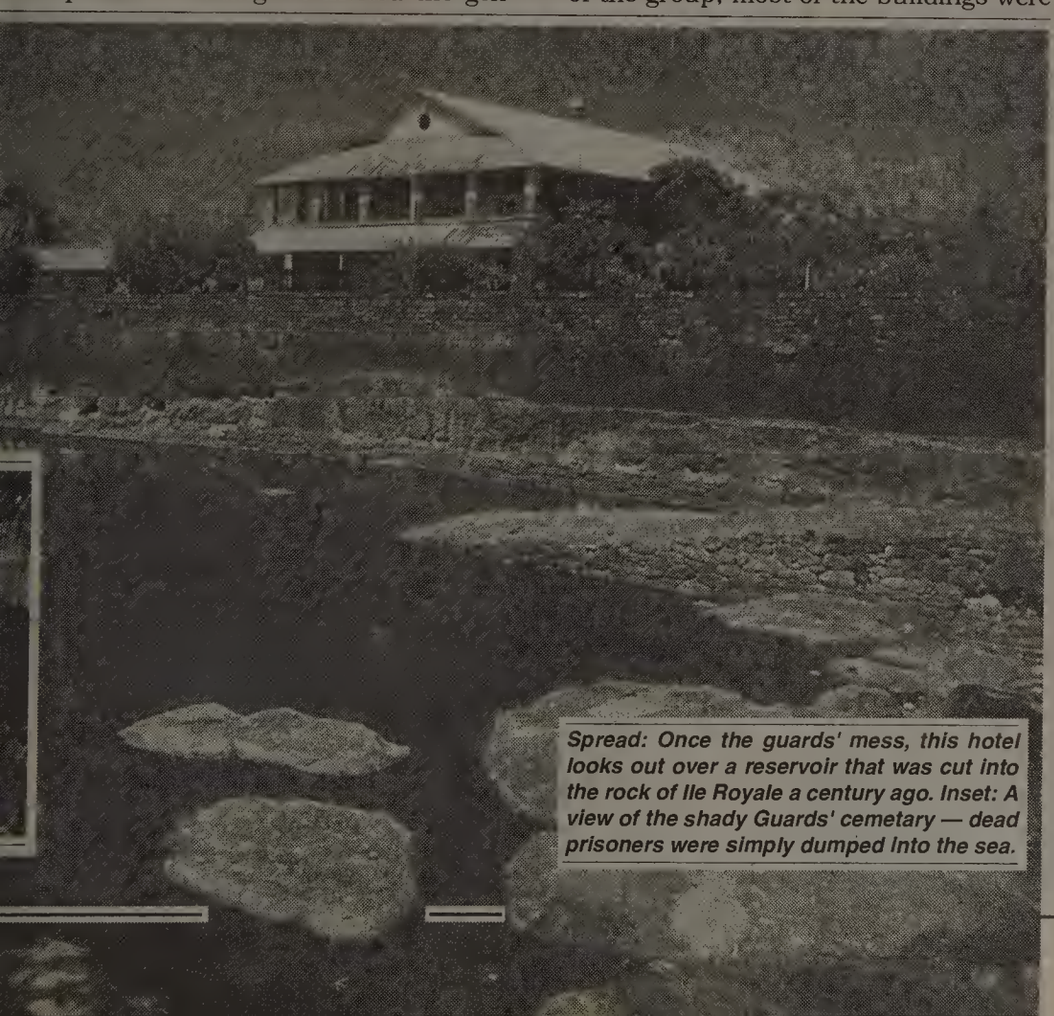
Today, the anchorage at Ile St. Joseph is peaceful and serene. Ile Royale lies in the background of this north-facing view.

Exploring the prison ruins is a fascinating pastime. With the help of the map in a brochure that was given to us by the gendarmes, each building could be identified. On Isle Royale, the largest Island of the group, most of the buildings were administrative with a hospital, workshops, church, school, bakery — and a lunatic asylum.

A few of these buildings have been renovated, while others are collapsing as animals and vegetation gradually take over. The hospital, the lighthouse and church are near an open field that's shaded by fruit trees and populated by pheasants and peacocks — nearby are the former cells of condemned prisoners, although the guillotine is conspicuously absent.

The pink building above the anchorage was once the superintendent's quarters, but it now houses a museum. It has a wonderful view of the anchorage on both islands, and on a clear day, the mainland beyond. In spite of the muddy water, the intense heat and humidity always made a swim welcome. The best place for this was the convicts' swimming hole, cut out of the rock and walled up on the eastern side of Isle Royale, facing Devil's Island.

The island groups' present name of Isles du Salut, which translates as Salvation Islands, recalls an event in the early days of colonization. In 1763, 2000 survivors of the Kourou expedition were housed on these islands after 10,000 settlers died of an epidemic on the mainland.

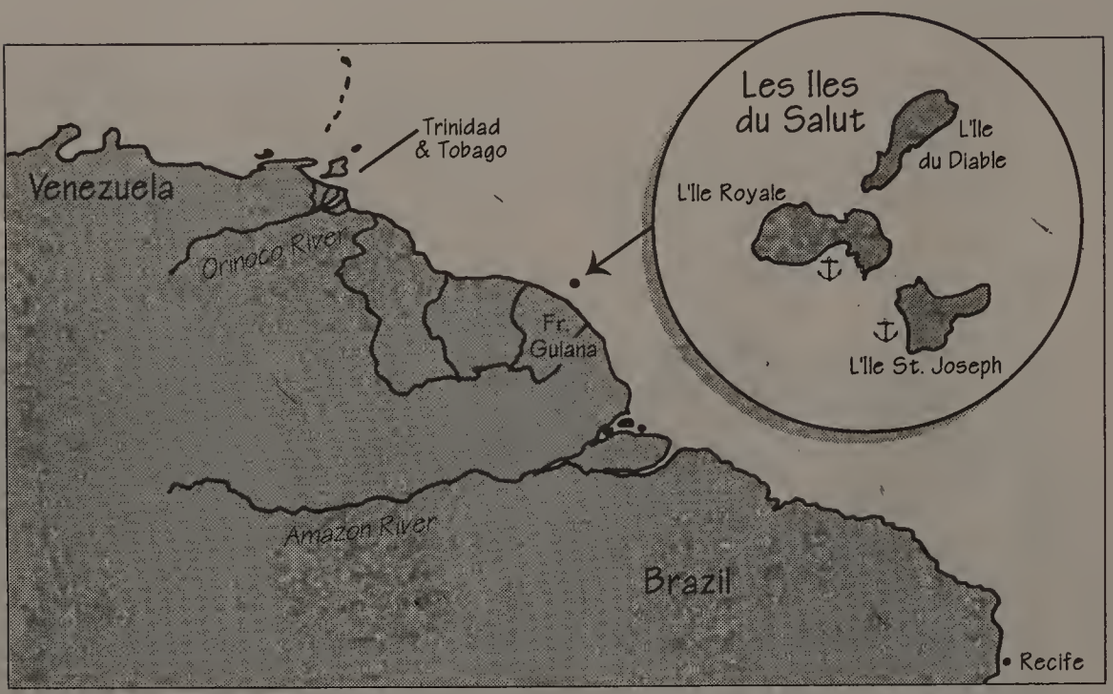


Spread: Once the guards' mess, this hotel looks out over a reservoir that was cut into the rock of Ile Royale a century ago. Inset: A view of the shady Guards' cemetary — dead prisoners were simply dumped into the sea.

After a time, we felt like a change and moved to an anchorage in front of a half-dozen coconut palms off Isle St Joseph. This anchorage we found to be a bit stifling as the island blocks the prevailing breeze that had cooled us in Baie des Cocotiers.

The two French Legionnaires who maintain Isle St. Joseph are wild and

DEVIL'S ISLAND



crazy — as are most Legionnaires — but are very friendly and anxious to socialize. They often came to present us with French cheeses and baguettes.

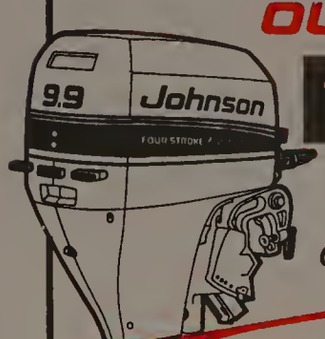
The prison guards' quarters have been turned into an attractive club and bar of the 35th Regiment Etrangere d'Infanterie. This legion guards the European Space Center on the mainland and now uses St. Joseph for weekend recreation. On many evenings we ate dinner with the Legionnaires on the wide veranda in front of the bar. Karl, from Germany, spoiled us with his culinary skills and, as they were provisioned by the military from the be French supermarket in Kourou, we all a like French kings.

Here we were able to 'borrow' fres water to do laundry as well. The rest the Legionnaires' family consisted of monkey, called Friday, that stole kitche knives to throw at us, a quiet old dog th could never receive enough attention an a macaw, Caja, who possessed brillia color and a devious mind.

When I first saw Caja in the trees was thrilled to be able to photograph h and only realized how much film I h wasted when she perched on my head a leaned down to grip the camera in h formidable beak. She and Mike fell in lo and every day she'd fly out to *Loreley* sit on Mike's shoulder and nibble his ea and nose. Cleo, our cat, took a dim vie of all this, but had the wisdom to r when she was chased. Caja may ha been cute, but she was also very destru tive and nothing was safe from that scim tar-like beak, not even the cat's tail.

She only remained on board for o

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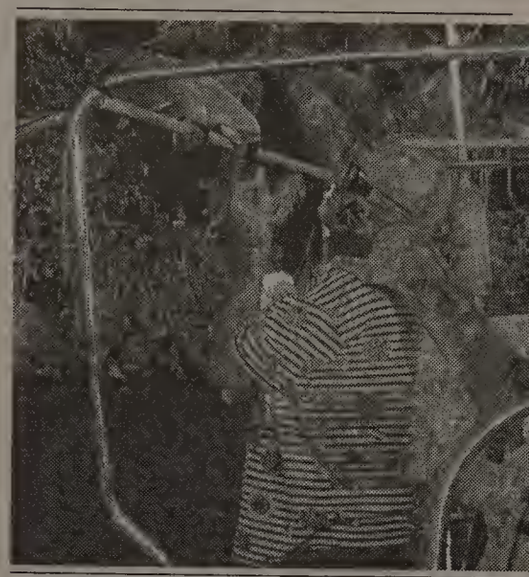
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night. Mike had to isolate himself, with his girlfriend, in the forepeak cabin. He tried to persuade the bird to roost in a tool drawer and quietly go to sleep, but for hours we heard the scratching, banging and crunching of all the tools Caja was testing. We had to lock the cat in the head and she showed her appreciation by howling. I suddenly heard something in the forepeak cackling like an old man and peeped in to see Caja chuckling to herself while she rolled herself into the bed sheet on Mike's chest!

While I was merely tolerated, Mike was the bird's idol and she never lost an opportunity to sit on his shoulder and smooch with him. Mike contemplated stealing her, but I pointed out that a cage big enough to house her would have to be the size of our cockpit! I could just imagine what the boat would look like after a month or two of Caja's obsessive destruction. She ate the large zipper that closes our dodger, ate buttons off clothing hanging on the lifelines, consumed clothes pins — you get the idea.

The grisliest ruins can be found on Isle St. Joseph: rows of small stone cells where prisoners were kept in solitary confinement for up to five years.

The grisliest ruins can be found on Isle St. Joseph: rows of small stone cells where prisoners, including Charriere, were kept in solitary confinement for up to five years. Many cells had only iron-grill ceilings — to allow guards constant surveillance — and a stone bench to sleep on. Imagine this on an island where it rains torrentially much of the year. No wonder St. Joseph was known as "the man eater." Here, the ruins have a brooding air of tragedy and decay with history tweaking the imagination. Nevertheless, many tourists are tempted to sit or lie on



Caja, a beautiful macaw, developed a fondness for Mike, who welcomed her affections. Our jealous cat, Cleo, looks on in disgust.





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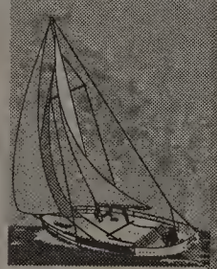
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DEVIL'S ISLAND

the slab in Cell 47, where Charrierre plotted his final escape.

Dank trees and creepers grow out of once-sturdy walls while rusty doors and bars hang in place. The prisoners were shackled to the walls of their cells. Those allowed out probably died from overwork in the oppressively hot climate, as walls and roads of massive stones are apparent everywhere. The stories that we heard about life in these cells made Alcatraz seem like a Boy Scout camp.

There is a picturesque and well-maintained cemetery at the northern end of Isle St. Joseph where only guards and administrators were buried. Dead convicts were simply thrown into the sea.

At this end also, there is a small beach with pockets of white sand among the rocks. This is popular with weekend campers who sling their hammocks between the palms. Caja seemed to know when the weekend had come, and would appear at the site ready to beg for chocolate biscuits, which everyone knew she loved.

On Sunday evening, as the visitors were leaving, Karl, the Legionnaire would walk down to retrieve her. He complained that the bird was always very thirsty and that her breath smelled like chocolate.



Silhouetted against a palm forest, the sun-baked ruins of the butchery keep a silent vigil over the cliffs of Ile Royale.

Finally, we were told to clear out of the islands in a few days as they were about to launch a rocket from the base near Kourou. We had a choice of either entering Kourou and anchoring in the river, or departing French Guiana altogether. We decided on the former as we had not yet had enough of this fascinating group of islands, so often missed by cruisers sailing between South Africa and the Caribbean.

— gwen cornfield
loreley

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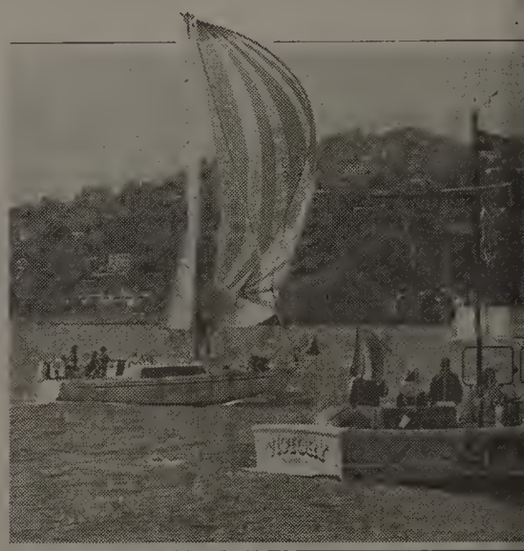
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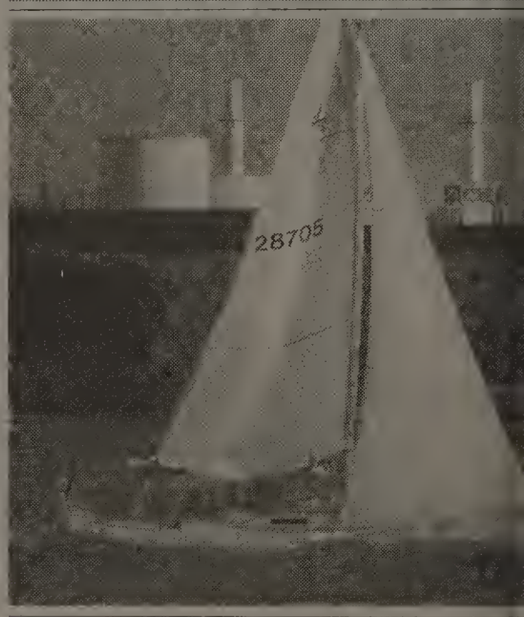
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THE RACING

With reports this month on the conclusion of the '99-'00 ***collegiate sailing circuit****; the Wanderer's take on this year's* ***Moonlight Race****; a look at* ***OYRA at halftime****; the small but fun* ***Hospice Cup****; a report from the trenches on the* ***Farr 40 Worlds****; local heroes prevail at the* ***U.S. Soling Olympic Trials****; two more* ***SoCal regattas****; the civilized* ***Woodies Invitational****; a bunch of* ***Lake Circuit*** *results; the windy* ***South Tower Race****; the mellow* ***Ditch Run****; tons of* ***box scores****; and fewer* ***race notes*** *than usual due to a serious lack of space.*





College Sailing Wrap-Up

Hail Mary! Collegiate sailing powerhouse St. Mary's College of Maryland triumphed in both the ICYRA Team Racing and ICYRA Dinghy National championships in early June, earning the coveted Leonard M. Fowle Trophy for best college team of the year in the process. This was the best season ever for the Annapolis-based SeaHawks, and their first Dinghy Nationals win in the 63-year history of the event.

Held in moderate conditions at host Kings Point, the Dinghy Nationals consisted of 36 round-robin races in Vanguard 15s ('A' division) and CFJs ('B') on June 5-7. Going into the final day, Hobart/William Smith had a one-point lead over St. Mary's. Anthony Kotoun, St. Mary's 'A' skipper, came on strong in the home stretch, winning 'A' by 26 points and putting St. Mary's 11 points up on Hobart in the final analysis. Division 'B' was won by college sailor of the year Dalton Bergan, which helped his USC team finish third overall.



COURTESY FABRE FAMILY



COURTESY AMEN FAMILY

Great news! Former Bay Area junior sailors Sean Fabre (above) and Jessica Amen (right) were recently named collegiate All-Americans.

A week earlier, St. Mary's edged out Georgetown to win the Team Racing Nationals as well. This was the second year in a row that the SeaHawks have won the team racing competition, a 66-race light air, round robin series hosted by St. Mary's. The ICYRA Women's Nationals, also held at St. Mary's, was won handily by Dartmouth.

In mid-June, after the trio of championships, 57 college sailors were singled out for honors in five categories: All-American, Women's All-American, All-American crew, and honorable mentions in the first two categories. Bergan, a USC senior and 49er sailor from Seattle, earned the Everett B. Morris Trophy for best collegiate sailor in the country. Alan Sun, an MIT senior from the Virgin Islands, was named sportsman of the year, while Peter Beardsley, a junior at Amherst, received the student leadership award.

Two Bay Area sailors made the All-American team: Sean Fabre of Mill Valley, an MIT senior, was named one of the 16 All-American skippers, while Jessica Amen of Petaluma, a USC sophomore, earned All-American crew honors. More details, including full results, can be found at *www.collegesailing.org*.

COED DINGHY NATIONALS — 1) St. Mary's College of Maryland, 192 points; 2) Hobart/William Smith, 203; 3) **USC**, 220; 4) Harvard, 234; 5) Old Dominion, 248; 6) Charleston, 249; 7) Tufts, 311; 8) Georgetown, 312; 9) Dartmouth, 334; 10) Navy, 334; 11) **Stanford**, 349; 12) MIT, 355; 13) Texas, 381; 14) Boston Univ., 393; 15) **Univ. of Washington**, 461; 16) Eckerd, 475; 17) Michigan, 529; 18) Univ. Of Minnesota, 589. (18 teams)

TEAM RACING NATIONALS — 1) St. Mary's College of Maryland, 11-1; 2) Georgetown, 10-2; 3) Harvard, 10-2; 4) Dartmouth, 9-3; 5) USC, 8-5; 6) College of Charleston, 7-6; 7) **Stanford**, 6-7; 8) **Univ. of Washington**, 4-7; 9) Univ. of Texas, 3-8; 10) Univ. of Michigan, 2-9; 11) Eckerd, 1-10; 12) Univ. of Wisconsin, 0-11. (11 teams)

WOMEN'S DINGHY NATIONALS — 1) Dartmouth, 157 points; 2) Tufts, 174; 3) Boston Univ., 182; 4) Harvard, 229; 5) USC, 238; 6) St. Mary's, 249; 7) Old Dominion, 252; 8) Brown, 263; 9)



Scenes from the Moonlight Race, clockwise from upper left: 'Amanda' was one of the early starters; preparing dinner on 'Profligate' during the race; 'Ozone' blew up their main shortly after rounding the Carquinez Bridge; and 'Oeno' and 'Cha Ching' on reciprocal courses. All photos 'latitude'/jr.

Georgetown, 307; 10) Boston College, 335; 11) **Univ. of Hawaii**, 343; 12) **UC Santa Barbara**, 346; 13) Eckerd, 442; 14) Univ. of Michigan, 461; 15) Univ. of Wisconsin, 504. (15 teams)

ALL-AMERICAN SKIPPERS — **Dalton Bergan (USC)**, Adam Burns (Old Dominion), Ryan Costello (Georgetown), Mike Danish (Coast Guard), Sean Doyle (Harvard), Sean Fabre (MIT), Chris Gaffney (St. Mary's), Dan Herlihy (Dartmouth), Patrick Hogan (Dartmouth), Anthony Kotoun (St. Mary's), **Daniel Meade (USC)**, Colin Merrick (Hobart/Wm.Smith), Ty Reed (St. Mary's), Michael Richards (Tufts), Alan Sun (MIT), Christian Taubman (Harvard).

ALL AMERICAN WOMEN — Margaret Gill (Harvard), Kaya Haig (Boston Univ.), Lee Icyda (Tufts), Katie Maxim (St.Mary's), Erin Maxwell (Dartmouth), Jen Provan (Tufts), Jamie Smith (St. Mary's).

ALL-AMERICAN CREW — **Jessica Amen (USC)**, Katie Behan (Hobart/Wm. Smith), Susan Bonney (Harvard), Missy Carter (Navy), Kippy Champerlain (Charleston), Molly Curtiss (St. Mary's), Jane Delashmutt (St. Mary's), Megan Edwards (Tufts), Madhulika Jain (MIT), Nate Kendrick (Coast Guard), Sarah Levin (Harvard), Katie Lyndon (Dartmouth), Erin Myers (Dartmouth), Heather Pescatello (Old Dominion), Nicole Peterson (Hobart/Wm. Smith), Kirsten Rufleth (Boston Univ.), Dana Scalere (Georgetown), Sarah Taylor (Charleston), **Tracy Treaccar (USC)**, Leah Williams (Georgetown).

Moonlight Race

If there was an election for 'most under-appreciated race on the Bay', we'd nominate San Francisco YC's annual 35-mile Midnight Moonlight Marathon. It's a fun pursuit race that begins with a late afternoon/early evening spinnaker start in Raccoon Strait. From there, the fleet heads up around the Carquinez Bridge and back to the finish line in Belvedere Cove. The last time we did the race with *Big O*, we T-boned the base of the bridge and caused $25,000 worth of damage to our boat — but we still like this event!

We particularly enjoy the whimsical nature of the Moonlight Marathon, as the lunar cycle plays almost as important a role in the final standings as does sailing skill. Because it's a reverse-handicap race over a course swept by ebbs and floods, the tides are all-important. In this year's June 17th event, there was a strong ebb on the way up and a medium flood on the way home, dramatically 'stretching' the course. This was ideal for the fast boats and terrible for the slower boats. Since the fastest boats in the fleet were *Blue Chip*, a Farr 40, *Cha-Ching*, a BH 41, *Raven*, a CM1200, and Commodore Tompkin's new *Flashgirl*, a water-ballasted ultra-turbo'd Wylie 38 making her racing debut, they were the favorites.

However, the entry of *Profligate*, *Latitude*'s Surfin' 63 catamaran, made first-to-finish honors even more of a crapshoot. Like most cats, *Profligate* excels at reaching in a breeze and is relatively fast running. Her shortcomings are an inability to point even remotely as high as a racing monohull, and being stone-ass slow upwind in light air. While racing to weather in four knots during a Mexican race, for example, *Profligate* was thrashed by a Catalina 27 that was just out for an afternoon pleasure sail.

Because monohulls and multihulls have such different performance characteristics, they can't fairly be handicapped against each other — nor were the ratings doled out by BAMA (for multihulls) and the PHRF committee (monohulls) really meant to be used against each other. But with *Profligate*'s rating of 30, that meant we started with *Flashgirl*, which also rates 30. *Blue Chip*, the scratch starter, had to give our cat 24 seconds a mile. If it was a light air race, *Profligate* was going to get killed. If there was consistent wind, it would make for an interesting finish.

Fortunately for us, this year's Moonlight Marathon was marked by steady wind. Predictably, the little boats that started first sailed into a brick wall of an ebb, and were mostly overtaken by the faster boats by the turning mark. Two well-sailed smaller boats — it was too dark to see who, but we suspect one of them was singlehander Stephen Buckingham in the Santana 22 *Tchoupitoulas* — did manage to hang onto the lead almost all the way back to the Brothers.

In the race between the faster boats, *Profligate* used the decent breeze and her waterline to reach and run away from the shorter monohulls and develop a sizeable lead by the Carquinez Bridge. But after rounding the bridge into 25 knots of true

wind on the nose, the advantage went back to the high-pointing monohulls. With darkness falling as *Profligate* was nearing Point Pinole, her 14-person coed crew stopped enjoying the warmth and panoramic view of the spacious main salon and began to gag on their paté, for the tomato-red sails of *Blue Chip* kept getting ever nearer. In the inconsistent breeze before reaching the Brothers, the much smaller monohull rolled right over *Profligate*, leaving the embarrassed cat crew locked in a bizarre boat speed versus pointing ability contest with *Raven*.

Having made it past the Brothers much lower than the monohulls, *Profligate* was suddenly blessed by the wind gods. Due to a freshening breeze, we were able to lay Raccoon Straits on one tack, frequently hitting 13 and 14 knots in the stronger gusts while *Blue Chip*'s waterline limited her to 9 knots. Having built a good lead by the time she reached the Strait, *Profligate* floundered badly in heavy flood



LATITUDE/ROB

Ooops! The 11:Metre 'Jamba Juice', on starboard, was assaulted by a sistership while sailing in after Saturday's two Hospice Cup races.

and suddenly fluky wind. Just when it appeared the cat would snatch defeat from the hands of victory, she got a couple of puffs to cross the finish line two minutes ahead of the nimble *Blue Chip*.

In a lovely evening of racing where the results are somewhat deceptive, *Blue Chip* took monohull honors followed by the J/105 *Juxtapose* and *Raven*. *Flashgirl* marked her debut by running aground for 20 minutes. *Profligate* took the multihull class, as the only other multihull, *Mindbender*, dropped out with a broken rudder.

1) **Profligate**, Surfin' 63, Richard Spindler; 2) **Blue Chip**, Farr 40, Walt Logan; 3) **Juxtapose**, J/105, Tom Thayer; 4) **Raven**, CM 1200, Mark Thomas; 5) **Cha Ching**, BH-41, Scooter Simmons; 6) **20/20**, J/105, Phil Gardner; 7) **Oeno**, J/105, Tony Soter; 8) **Tchoupitoulas**, Santana 22, Stephen Buckingham; 9) **Konza**, J/105, Robert Carlston; 10) **Daffodil**, Cal 39, Richard Oppenheimer; 11) **Zio**, C&C 37-R, David Smith; 12) **Amanda**, Newport 30-II, Pat Broderick; 13) **Bufflehead**, Saber 34, Jerry Eaton; 14) **Soldini**, J/105, Steve Nurse; 15) **Robin**, C&C 35, George Mann. (26 boats; 7 DNF)

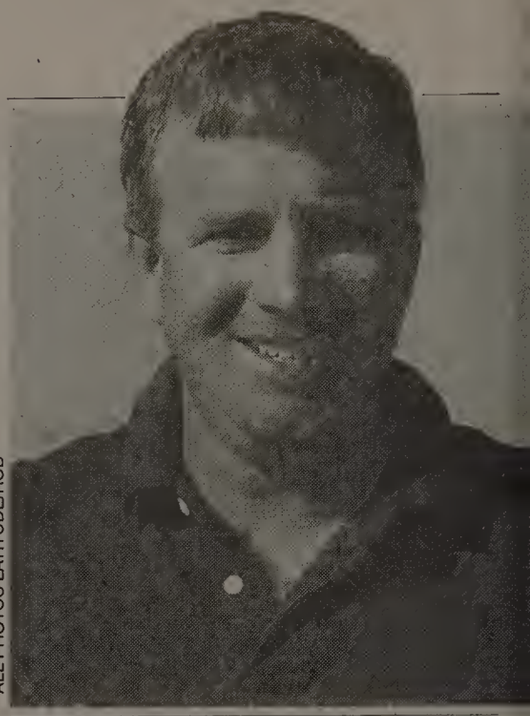
Two Nice Ocean Races

The first half of the OYRA season concluded with a pair of easy and fun downwind coastal runs. The third annual Spinnaker Cup, an 84-mile overnight sail down to Monterey, attracted a stellar 36-boat fleet for their Memorial Day Weekend event. Although the Express 27 *To Infinity & Beyond* dismasted just before the windy 1 p.m. start, conditions mellowed out once the boats were pointed south.

Finishing first (after just 10 hours, 49 minutes) and correcting out first overall was Shepard Kett's veteran SC 50 *Octavia*, which was using the trip as a tune-up for the upcoming Pacific Cup. Kett's crew for the sprint to Cannery Row consisted of Dave Hodges, Chris Watts, Mario Golsch, Mike Evans, Mathew Coale, Pepe Parsons, Gerry Swinton, and a cook, Lisa Bibbe. "It was a pleasant trip, and we ate really well," claimed Shep.

The new 'One Way to Half Moon Bay' race debuted a few weeks later, with 25 boats beating and reaching to Pillar Point in a moderate to light southwesterly. "No one was able to set a kite, but it was still another pleasant day in the ocean," said OYRA president Doug Storkovich, who sailed his Santana 35 *Dance Away* to overall victory. "The Half Moon Bay YC was a really great host, putting on a nice barbecue and providing water taxi service to the dock and any boats that anchored out. And sure enough, there was no wind the next morning — justifying our decision not to hold a race home anymore."

Results of the two races follow, along with the overall results of the first half of OYRA. The local ocean racing circuit takes a break in July, and then resumes on August 5 with the so-called Lightship II Race. "That race is so popular, we decided to hold it twice this year!" said Storkovich.



ALL PHOTOS LATITUDE/ROB

Danny Shea clobbered the J/105 fleet with 'Diamante', earning regatta MVP honors as well.

SPINNAKER CUP (GGYC/MPYC; 5/26; 84 miles):

CLASS A — 1) **Octavia**, SC 50, Shep Kett; 2) **Scorpio**, Wylie 42, John Siegel; 3) **Roam**, Young 12-M, Malcolm Brown; 4) **Roller Coaster**, SC 50, Jack Gordon; 5) **Seafox**, Sabre 452, Larry Fox. (11 boats)

CLASS B — 1) **Always Friday**, Antrim 27, John Liebenberg; 2) **InfraRed**, Davidson 44, Ray Lopez; 3) **Dance Away**, Santana 35, Doug Storkovich; 4) **Friday Harbor**, J/35, Ryle Radke; 5) **Setanta**, Baltic 42 DP, Gerard Sheridan. (12 boats)

CLASS C — 1) **California Zephyr**, SC 27, Peter Dalton; 2) **Fermanagh**, O'Day 34, Frank Johnson; 3) **Color Blind**, Moore 24, Greg Morris; 4) **Starbuck**, Black Soo, Greg Nelson. (9 boats)

CLASS D — 1) **Micro Brew**, Ranger 26, Mark Neumann; 2) **Zoom**, Ericson 35, Michael McCarthy. (4 boats)

HALF MOON BAY (HMBYC; June 17; 24 miles):

PHRO-I — 1) **Jarlen**, J/35, Bob Bloom; 2) **X-Dream**, X-119, Steen Moller; 3) **Friday Harbor**, J/35, Ryle Radke. (8 boats)

PHRO-II — 1) **Dance Away**, Santana 35, Doug Storkovich; 2) **Red Sky**, Olson 34, Brian Boschma; 3) **Sting**, Carrera 38, Wolfgang Hocke; 4) **Traveler**, Express 34, Pete Peters. (11 boats)

MORA-I — 1) **Always Friday**, Antrim 27, John Liebenberg. (2 boats)

MORA-II — 1) **Andiamo**, SC 27, Mike Warren. (2 boats)

SSS — 1) **Saltshaker**, Peterson 39, Steve Hanson. (2 boats)

MULTIHULL — No starters.

OYRA HALFTIME SCORES (5 races; 1 throwout):

PHRO-I — 1) **Eclipse**, Express 37, Mark Dowdy, 14 points; 2) **X-Dream**, X-119, Steen Moller, 17 points; 3) **Enchante**, Beneteau 42-TM, Jacoby/Barton, 24. (21 boats)

PHRO-II — 1) **Dance Away**, Santana 35, Doug Storkovich, 8 points; 2) **Wide Load**, Santana 35, Bruce Wilcox, 15; 3) **Petard**, Farr 36, Keith Buck, 20. (19 boats)

MORA-I — 1) **Always Friday**, Antrim 27, John Liebenberg, 9 points; 2) **Run Wild**, Olson 30, Dale Irving, 10; 3) **To Infinity & Beyond**, Express 27, Fred Voss, 13. (9 boats)



Different boat, same result — Doug Nugent, last year's big winner, won the J/24 class again.



Tim Duffy sailed his new 'Twist & Shout' to victory in the Melges 24 class.



Alan Kelly, owner of the J/105 'Joust' won the raffle's grand prize — a West Marine inflatable!

MORA-II — 1) **Andiamo**, SC 27, Mike Warren, 7 points; 2) **Starbuck**, Black Soo, Greg Nelson, 12. (5 boats)

SSS — 1) **Saltshaker**, Peterson 39, Steve Hanson, 5 points; 2) **Traveler**, Express 34, Pete Peters, 9. (4 boats)

Hospice Cup

The second annual Hospice Cup, hosted by StFYC in sunny and windy conditions on May 27-28, was another success both on and off the water. Though not as nearly big as originally expected, the regatta did attract 52 boats in six classes — and, perhaps more importantly, raised nearly $200,000 for the Visiting Nurse Association and Hospice of Northern California.

At the end of the four-race, no-throwout weekend, the 'usual suspects' populated the winner's circle in the five smaller classes. The biggest class, the 21-boat J/105 fleet, saw the emergence of a new player: Danny Shea and his *Diamante* crew schooled this competitive group with a stellar 1,1,1,2 performance. 'Diamond Dan', a shipping magnate from Kentfield, sailed with Tracy Usher, Mark Chandler, Whitney Gilmour, and Chad Frietas. "If only we could figure out to do that every weekend!" laughed Danny, who also chairs the StFYC Junior Committee in his spare moments.

Notably, the StFYC race committee used the relatively new 'System 3' starting sequence for this regatta — i.e., a six-minute countdown for each group, rather than the traditional rolling five minute clock. Though it apparently confused some skippers at first, by the end of the weekend, everyone seemed to have the hang of it.

"I think we'll see a lot more of this system in the future," noted StFYC race manager John Craig. "It allows us to control the pace of the regatta, and therefore provide better race management. It cuts down on the time waiting between the first and second races, and allows us to change the starting sequence, to adjust the line easier between starts, or to wait if a group is approaching the leeward mark. It's much more versatile than the old way."

11:METRE — 1) **Blue Jay**, Tim Wells, 5 points; 2) **Jamba Juice**, Tom Dinkel, 9; 3) **Wells Fargo**, Bob Hurley, 17. (6 boats)

J/105 — 1) **Diamante**, Danny Shea, 5 points; 2) **Good Timin'**, Perkins/Wilson, 7; 3) **Jose Cuervo**, Sam Hock, 26; 4) **Sails Call**, Ian Charles, 30; 5) **Joust**, Alan Kelly, 31; 6) **Hoku'lele**, Cooper/Deisinger, 32; 7) **Juxtapose**, Thayer/Watts, 36; 8) **Charade**, Tom Coates, 39; 9) **Advantage 3**, Pat Benedict, 40; 10) **Orion**, Gary Kneeland, 41. (21 boats)

OLSON 30 — 1) **CMA Sailing**, Gordon Clute, 6 points; 2) **Hoot**, Andy Macfie, 6; 3) **Speedy Gonzales**, David Carrel, 13. (5 boats)

EXPRESS 27 — 1) **Baffett**, Tom Baffico, 5 points; 2) **Swamp Donkey**, Scott Sellers, 11; 3) **Bessie Jay**, Brad Whitaker, 12. (5 boats)

MELGES 24 — 1) **Twist & Shout**, Tim Duffy, 10 points; 2) **Tropical Storm**, Doug & Kerry Forster, 12; 3) **Trail Blazer**, Zargo Draganic, 14. (7 boats)

J/24 — 1) **Cool Breeze**, Doug Nugent, 5 points; 2) **Rail to Rail**, Jepsen/Henneberger, 8; 3) **#1878**, Curtis Press, 16; 4) **Jam Jam**, Neal Ruxton, 18. (8 boats)

Farr 40 Worlds

The boats.com 2000 Farr 40 World Championship, was held June 6-9 in Newport, RI. The Storm Trysail Club started the 9-race series in the teeth of a 25-knot nor'easter, perhaps a sign of the challenge ahead. Twenty-seven boats (out of about 100 built) from around the world were vying to win this third annual holy grail of owner/driver sailing.

This year's event was a true World Championship, with seven countries represented. This is a result of the Farr 40's popularity with owners and its recent inclusion into the Admirals Cup. With strict class rules limiting professionals to four of the nine crewmembers, there was tremendous talent scattered around the fleet. Rockstars like John Kostecki, Brad Butterworth, Robbie Haines, Tom Whidden, Paul Cayard, Peter Holmberg, Terry Hutchinson, Eric Arndt and many others were present.

This level of tactical skill in the fleet made recovering from a bad start or picking the wrong side of the first beat very difficult. As eventual winner John Calvert-Jones of *Southern Star* said before the last day, "If you're not off the line in good shape, you're dead!"

Returning champion John Kilroy Jr. and his *Samba Pa Ti* team started the series where they left off in San Francisco last year, firing off two impressive wins on the blustery and rainy opening day. As some struggled to find their legs and got the butterflies out of their stomachs, tactician John Kostecki and crew were nearly perfect. But in a long regatta with a fleet this size, consistency is what wins World Championships — and by the end of the next day *Samba* was in fourth place, 8 points out of the lead after a 9th and a 19th.

As the weather moderated and warmed up, a pecking order began to emerge. Vincenzo Onorato and Brad Butterworth sailing *Mascalzone Latino*, last year's second place finisher, were most consistent, but suffered a shattering DSQ (28 points)

in the third race. *Barking Mad*, the '98 World Champion, was hot and cold alternating top five finishes with mid-teens. But the same was true for many other boats and by the end of the third day and seven races, *Southern Star* methodically improved from a 24-point first day score to take the lead with 53 points after seven races. Eleven points now separated the top five boats going into the last day of racing with *Samba Pa Ti* closest, just six points back with 59 points. They were followed by *Mascalzone Latino* with 60, *Atalanti* with 61 and *Barking Mad* with 64. Any of these boats could have still won it.

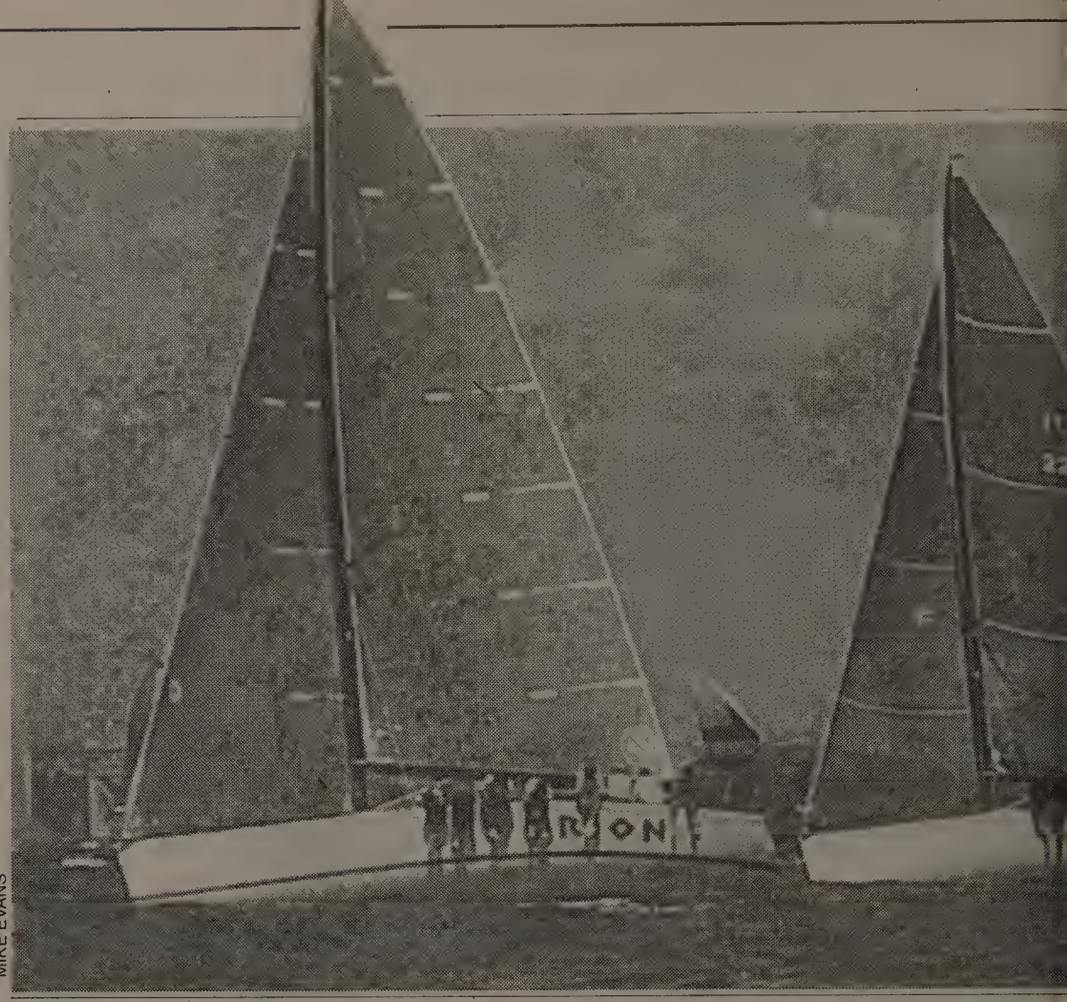
In the first race of the last day, Grant Simmer, tactician on *Southern Star*, recovered nicely from a tough first leg to finish third with *Samba* right on their heels in fourth. The other three boats in the hunt all finished in the high teens, with *Barking Mad* somehow managing a 26th! This left *Southern Star* with a seven-point buffer between *Samba Pa Ti* going into the last race, with the next boat 12 points further back.

In the finale, both boats started well with *Southern Star* down the line from *Samba* but back a few places. Up the first beat, Simmer picked the left side while Kostecki tacked over toward the right side, which had paid well in the first race of the day. But, the luck was with the Aussies as an 8-degree lefty rolled in with more pressure, carrying those that banked on the left into the lead. As *Samba*'s crew strained against the lower lifeline, they could only watch as the Aussies used a nice conservative cover to sail on to win the World Championship. George Andreadis, sailing *Atalanti* with Robbie Haines, closed out the regatta with a 17,10 to secure third place.

John Calvert-Jones is a worthy winner, having supported the Farr 40 class from its beginning. He's also a veteran of many grand prix projects, and has campaigned internationally with great success. *Southern Star* sailed an excellent regatta against the best sailors in the sport and came through with the least number of mistakes.

The learning curve in this fleet has flattened out quite a bit in the last two years, as all the good teams had a clear handle on rig setup and tuning. With North Sails owning all five top spots on the leader board, there is some catching up to do for the other lofts hoping for a piece of the Farr 40 pie. With strict class limitations on even the simplest rigging changes, the boats are pretty much interchangeable. Anyone hoping to crack the top five at next year's Worlds in Cowes, England, had better bring a strong, well-oiled team, a capable owner/driver, and a tactician able to dig out of trouble quickly.

— *nick gibbens*, samba pa ti



MIKE EVANS

The Farr 40s 'Orion' and 'Invicta-Nerone' in the waters off scenic Newport, RI.

1) **Southern Star**, John Calvert-Jones/Grant Simmer, AUS, 60 points; 2) **Samba Pa Ti**, John Kilroy/John Kostecki, USA, 71; 3) **Atalanti**, George Andreadis/Robbie Haines, Greece, 88; 4) **Barking Mad**, Jim Richardson/Adrian Steed, USA, 93; 5) **Solution**, John Tompson/Tom Whidden, USA, 98; 6) **Mascalzone Latino**, Vincenzo Onorato/Brad Butterworth, ITA, 99; 7) **Invicta-Nerone**, Mezzaroma/Miglioro/Paul Cayard, ITA, 100; 8) **Orion**, Philippe Kahn/Peter Holmberg, USA, 103; 10) **Victric 5**, Anthony DeMulder/Tony Wetherall, UK, 113. (27 boats)

Soling Olympic Trials

Mission accomplished! The reigning World Soling Champions — skipper Jeff Madrigali, middleman Hartwell Jordan, and bowman Craig Healy — did what they needed to do at the St. Francis YC-hosted U.S Soling Olympic Trials, an all match-race series held June 3-11 out of the T.I. Sailing Center. The local trio dominated the series, which was limited to eight teams, all of which had to qualify in order to sail. Madro was on fire from the beginning, posting an amazing 28 straight victories in the preliminary rounds.

Madrigali, a 44-year-old North Sails rep from Novato, then put away newcomer Mark Mendelblatt in the semi-finals 7-0 to reach to the finals. Mendelblatt, who recently finished a close second in the U.S. Olympic Laser Trials, sailed well in his bigtime Soling debut, but was no match for Madrigali's squad. Meanwhile, former NYYC America's Cup skipper Ed Baird dispatched Andy Horton 7-2 in the other semi-final round, setting the stage for the expected Madro-Baird finale. It's no secret that these two skippers have enjoyed a less-than-friendly rivalry, and the residual ill will from their bitter encounter at the Savannah Trials promised to make the finals even more intense than usual.

Baird, of St. Petersburg, Florida, and his teammates Dean Brenner and Tom Burnham came out swinging, winning the first race in the best-of-13 finals, and handing Madro his first loss in the series. "I boned the start," said Madro, candid as ever. But he promptly battled back with four bullets in five races, usually by margins of less than 20 seconds. Then Baird won a race to cut Madrigali's lead to 4-3. Madro retaliated with two more wins, followed by two for Baird, bringing the score to 6-5 for the hometown lads. With the pressure mounting, the hometown favorites took the next race with just four seconds to spare — game, set, match!

"It was a hard-fought series," claimed Madro. "Our boathandling was a bit better than theirs in the breeze, and we definitely showed the ability to battle back — such as when we turned the second race around. We practiced really hard to get ready for this regatta, and I think it showed. We're looking forward to Sydney — I think our program is stronger than last time, but then the level of Olympic



Soling sailing has gone up as well."

This will be Madro's second trip to the Olympics, and he hopes to add another medal to the Soling bronze he collected in Savannah in '96. The team will train on the Bay during July and August, using a borrowed boat after they ship their Soling to Sydney on July 10. On August 30, Jeff, Hartwell and Craig will fly to San Diego for a mandatory meeting of the U.S. Sailing Team. From there it's up to L.A. on September 2 for the flight to Sydney. The actual Olympic competition will occur between September 16-October 1. As Hartwell wrote at the end of his series of stories for Quokka Sports, "Stay tuned, the adventure is just starting to get interesting!'

A Pair of SoCal Regattas

The Southern California racing circuit is in full swing now, with two more big regattas occurring last month. Cal Race Week, hosted by California YC in Marina del Rey, attracted 78 boats on Memorial Day Weekend for a light-air five-race series. Fog on the second day jumbled the standings a little, as boats without GPSs got hosed.

Long Beach Race Week, held on June 15-17 out of Long Beach YC, saw about 75 boats competing, once again in breeze that seldom got out of single digits. *Wasabi*, Dale Williams ILC 46, recovered from a fourth at Cal Race Week to win the Fifties division, while a trio of Bay Area Farr 40s — *Peregrine*, *Endurance*, and *Orion* — topped the Farr 40 fleet.

Both events, however, paled in comparison to the Boatscape.com/North Sails Race Week, which was underway on June 23-25 in Long Beach as we went to press. About 165 boats were signed up in eight one design classes and six PHRF classes, making this the biggest entry list in the 16 year history of Bruce Golison's well-run event. Among the fleet were two dozen Olson 30s, competing in a 10-race schedule for their Nationals.

The Boatscape.com/North Sail Race Week was the grand finale of the three-legged Volvo Inshore Championship, following San Diego YC's earlier Yachting Cup and Cal Race Week. Check back next month for results of NSRW and VIC 2000, or if you can't wait that long, check out *www.premiere-racing.com*.

CAL RACE WEEK (May 27-28; 5 races):

ULDB 70 — 1) **Evolution**, SC 70, Brack Duker, CYC, 8 points; 2) **Alchemy**, Andrews 68, Dick Compton, SBYC, 10. (3 boats)

FARR 40 — 1) **Crocodile Rock**, Alexandra Germia, SBYC, 10 points; 2) **Temptress**, Alan Field, CYC, 20; 3) **Shadow**, Peter Stoneberg, StFYC, 22. (10 boats)

1D-35 — 1) **Wild Thing**, Kara Zylstra, SDYC, 11 points; 2) **KT's Choice**, Bud Stratton, SDYC, 12; 3) **Tabasco**, John Wylie, SDYC, 14. (6 boats)

SCHOCK 35 — 1) **Wings**, Dennis Case, SDYC, 14 points; 2) **Minnesota Fast**, Jim Maslon, Del Rey YC, 16; 3) **Whistler**, Peter Johnstone/Claudia Wainer, BalYC, 16.1. (13 boats)

STAR — 1) **Incentive**, Mike George, Santa Monica WYC, 7 points; 2) **Who's Your Daddy**, Osten Perry, StFYC, 14; 3) **Demon**, Craig McCabe/John Celick, CYC, 26. (11 boats)

VOLVO-I — 1) **Pendragon 4**, Davidson 52, John MacLaurin, CYC, 8 points; 2) **Margaritaville**, Farr 50, Jay Steinbeck, South Bay YRC, 17; 3) **Falcon**, Tripp 50, Peter Heck, LBYC, 17.1. (8 boats)

VOLVO-II — 1) **Impact**, Andrews 43, Ken Kiedaing/Ron Melville, SBYC, 11.5 points; 2) **Bravura**, Farr 44, Ernie Pennell, SDYC, 14.5; 3) **High 5**, Farr IMS 40, Ross Ritto, SDYC, 15. (7 boats)

PHRF-III — 1) **Muddy Waters**, Melges 30, Rick Johnson/Artie Means, Oceanside YC/SDYC, 5 points. (3 boats)

PHRF-IV — 1) **Chimera**, Baltic 38, Tom O'Conor/Marilyn Hoenemeyer, CYC, 8 points; 2) **French Bred**, Beneteau First 42, Ron Coalson, CRA, 12. (5 boats)

PHRF-Va — 1) **James Earl**, DenCho 33, Dale Frye, SBYC, 6 points; 2) **Nitro**, J/33, The Messengers, KHYC, 10; 3) **Joann**, Santana 30/30, Steve Murphy, Seal Beach YC, 19. (6 boats)

PHRF-Vb — 1) **Thunderbox**, Andrews 26, The Trotters, Chula Vista YC, 5 points; 2) **Windfall**, Cal 33, The Mainlands, CYC, 14. (4 boats)

LONG BEACH RACE WEEK (June16-18; 5 races):

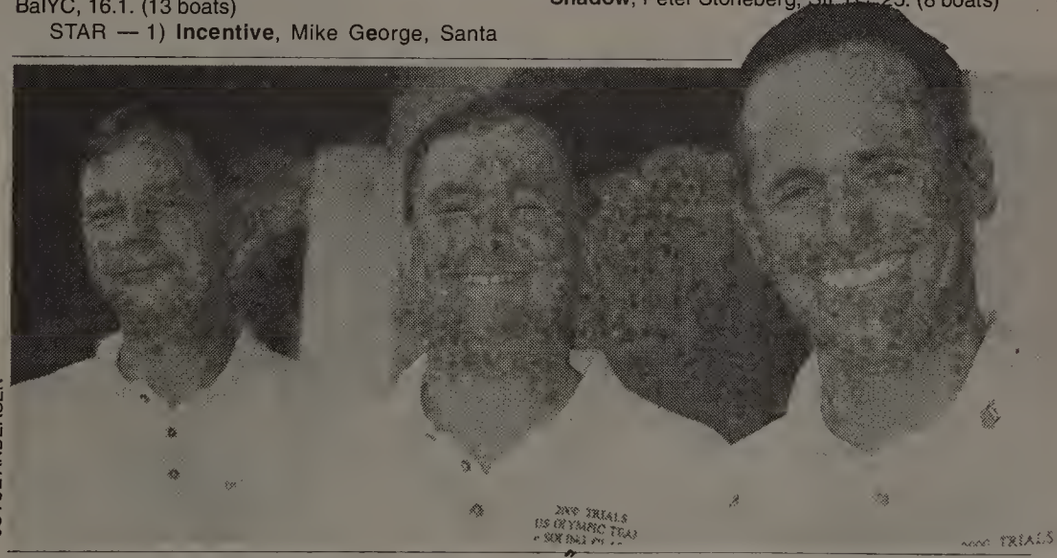
PHRF A — 1) **High 5**, Farr ILC 40, Ross Ritto, SDYC, 6 points; 2) **Growler**, Andrews ILC 40, Neil Barth, NHYC, 15; 3) **Cadenza**, N/M 45, Carl Eichenlaub, SDYC, 18. (7 boats)

PHRF B — 1) **Strategem**, Schock 35, Hinrichs/Johnson, BCYC, 10 points; 2) **Whiplash**, Schock 35, Ray Godwin, LBYC, 15; 3) **James Earl**, DenCho 33, Frye/Deafron, VYC, 18; 4) **Slippery When Wet**, Schock 35, Robert Mooers, CYC, 24. (13 boats)

PHRF C — 1) **Scooter**, Capo 26, Cabito/Wolf, BCYC/BYC, 5 points; 2) **Redline**, Santana 30/30 GP, Bob Marcus, ABYC, 19.99; 3) **Miss Informed**, Andrews 26, Richard Whiteley, SLBYC, 20. (10 boats)

FIFTIES — 1) **Wasabi**, Farr ILC 46, Dale Williams, StFYC, 7 points; 2) **Falcon**, Tripp 50, Heck/James, LBYC, 9; 3) **Cantata**, Andrews 53, Ron Kuntz, OYC, 17. (7 boats)

FARR 40 — 1) **Peregrine**, David Thomson, StFYC, 10 points; 2) **Endurance**, Mike Condon, SFYC, 16; 3) **Orion**, Philippe Kahn, WYC, 18; 4) **Groovederci**, Deneen Demourkas, SBYC, 21; 5) **Shadow**, Peter Stoneberg, StFYC, 25. (8 boats)



JOYCE ANDERSEN

On to Sydney! U.S. Olympic Soling representatives (from left) Craig Healy, skipper Jeff Madrigali, and Hartwell Jordan.

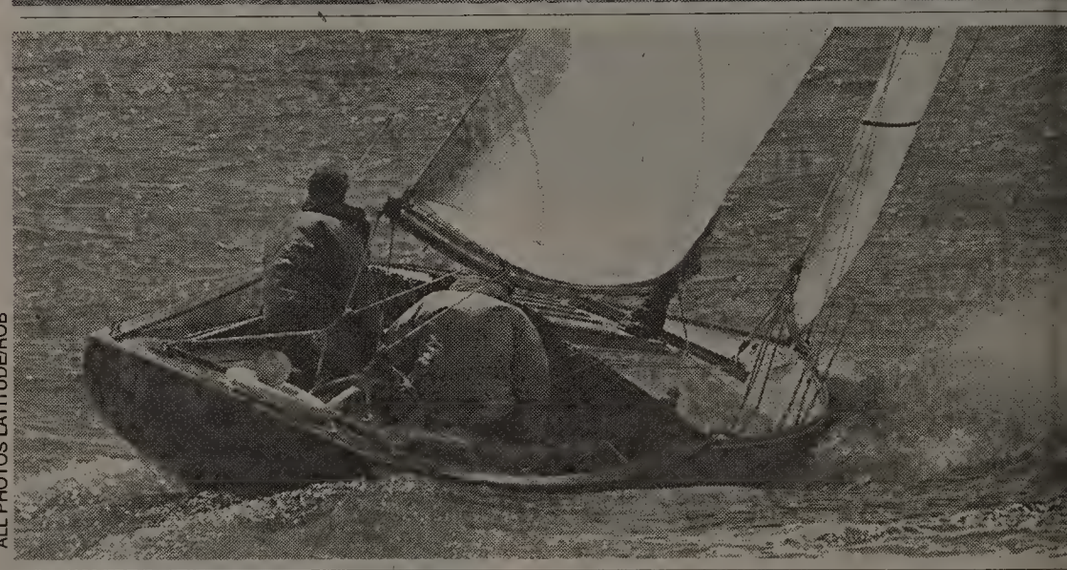
J/120 — 1) **Indigo**, Scott Birnberg, LBYC, 9.8 points; 2) **Jim**, David Nolan, CRA, 16; 3) **Tamajama**, Steve Harris, SDYC, 17. (6 boats)

OLSON 30 — 1) **Intense**, Allan Rosenberg, ABYC, 8 points; 2) **Roadrunner**, John Hoag, CYC (Seattle), 9; 3) **Blue Star**, Spencer/Downey, PCYC, 15. (9 boats)

CATALINA 37 — 1) **Team Chimera**, Tom O'Conor, 12 points; 2) **'Team'**, Susan Beckett, CYC, 13; 3) **Team Escapade**, Mark Noble, LBYC, 16. (6 boats)

RACING SHEET





ALL PHOTOS LATITUDE/ROB

CAL 25 — 1) **Rascal**, Dennis Riggs, LBYC, 7 points; 2) **Discovery**, Willingham/Warnock, HHYC, 13; 3) **Caliban**, David Hansen, SLBYC, 18. (7 boats)

Woodies Invitational

The annual St. Francis YC-hosted Woodies Invitational on June 15-17 featured 52 boats sailing in five classes. Though the traditional Friday night race was a little windy and chilly, the two races on Saturday and Sunday couldn't have been finer. "It was really nice regatta," claimed IOD sailor Tom Allen. "The woodie sailors are a classy bunch, both on and off the water, and this is always the highlight of the WBRA season."

With the Bears seemingly in hibernation this year, and the 75-year-old Birds only scheduled for three races, the most intense racing was among the Folkboats, IOD and Knarrs. Peter Jeal dominated the 11-boat Folkboat fleet in *Polperro*, while perennial winner Tad Lacey crushed the 8-boat IOD fleet with his *#100*. Lacey and a rotating cast of talented sailors (Oliver Coolidge, Jim Davies, Mike Green, Doug Holm, Mark Maymar, John Merrill, and Tim Parsons) posted five bullets, beating runner-up *La Paloma* by a wide 13-point margin. Ironically for a 'woodie invitational', both *#100* and *La Paloma* are fiberglass boats.

Chris Perkins won the 23-boat Knarr fleet in *Trouble* (ex-*Slithergadee*), another late-model fiberglass boat. Going into the finale, Perkins and crew (co-owner Hans Baldauf, brother Phil Perkins, and Pete Scott) were trailing Tom Reed's *Sofia* by three points. "I blew the start, and we were just about last off the line," admitted Chris. "By playing the outside on the first beat, we managed to pass 18 boats. We kept hammering away at it, and ended up second while Tom fell to sixth. It was about as exciting a finish as could be!"

Perkins, the CFO of *AmericaOne*, is on another roll this summer. In addition to dominating the local Knarr and J/105 fleets, he's campaigning an 11:Metre in the Pier 39 Cups, just sailed on the SC 50+ *Gone With the Wind* in the Coastal Cup, and will begin racing in the afterguard of Zarko Draganic's new Farr 40 *Cavalino* when it arrives next month. But the thing that excites him most these days is looking forward to the birth of his first child in September. "Having kids doesn't mean you have to stop racing," figured Chris, who added (jokingly, we think), "Brooke and I even timed the arrival of our kid to occur between the NOOD and the Big Boat Series!"

BEAR — 1) **Chance**, Glenn Treser, 6 points; 2) **Smokey**, Steve Robinson, 9; 3) **Trigger**, Scott Cauchois, 15. (5 boats)

BIRD — 1) **Robin**, Jens Hansen, 4 points; 2) **Skylark**, Jane Hook, 5; 3) **Oriole**, Scott McFarland, 10. (5 boats; 3 races)

FOLKBOAT — 1) **Polperro**, Peter Jeal, 8 points; 2) **Galante**, Otto Schreier, 17; 3) **Windansea**, Don Wilson, 18; 4) **Freja**, Ed Welch, 21; 5) **Frihed**, Bill Madison, 22; 6) **Petite Sirene**, Dave Boyd, 24. (11 boats)

IOD — 1) **#100**, Tad Lacey et. al., 5 points; 2) **La Paloma**, Jim Hennefer/JerryRumsey, 16; 3) **Hecate**, Jermaine/Wheeler, 18; 4) **Quickstep**, Richard Pearce, 20. (8 boats)

KNARR — 1) **Trouble**, Chris Perkins, 14 points; 2) **Sofia**, Tom Reed, 15; 3) **Penelope**, Charles Griffith, 23; 4) **Flyer**, Chris Kelly, 33; 5) **Huttetu**, George Rygg, 35; 6) **Benino**, Terry Anderlini, 35; 7) **Peer Gynt**, Jim Skaar, 37; 8) **Lykken**, Hisham Sinawi, 44; 9) **Gossip**, Adams/Taft, 44; 10) **Murano**, Bill Kreysler, 44; 11) **Peerless**, Mike Guzzardo, 44; 12) **Whistler**, Craig McCabe, 63. (23 boats)

Lake Circuit Update

It's summertime, and the livin' is easy on the Northern California lake circuit. We don't have room to expound on any of the following four regattas, but suffice it to say they all involved multiple dinghy races in flat water, gentle breezes and sunny days, no rockstars, lots of families, barbecues and starry nights around campfires, sleeping in tents, and other pleasures associated with inland sailing.

Next up is the popular two-weekend High Sierra Regatta, the annual crown jewel of the lake circuit. If you're burned out on thrashing up and down the Cityfront in full foul weather gear, why not head up to scenic Huntington Lake on July 8-9 and/or 15-16 for some fresh water therapy?

WHISKEYTOWN REGATTA (May 26-27; 4 races):

EL TORO, Sr. — 1) Jim Warfield, Isleton; 2) Hank Jotz, Weaverville; 3) Al Kenstler, Redding. (23 boats)

EL TORO, Jr. — 1) Ben Amen, Petaluma; 2) JV Gilmour, Pt. Richmond. (5 boats)

LASER — 1) Peter Phelan, Santa Cruz; 2) Jim Christopher, Eureka. (7 boats)

EUROPE — 1) Susannah Carr, San Francisco; 2) Casey Pelletier, Alameda; 3) Melina Hoyer, El Cerrito. (8 boats)

BANSHEE — 1) Craig Lee, El Dorado Hills; 2) Dan Benjamin, Livermore; 3) Mark Dawson, Sacramento. (9 boats)

WYLIE WABBIT — 1) Kim Desenberg, Albany;







Scenes from the StFYC Woodies Invitational, one of the prettier regattas on the Bay each year.

2) Colin Moore, Berkeley; 3) Pete Rowland, El Cerrito. (11 boats)

CLUB FJ, Jr. — 1) Noe Goodman, Stockton; 2) Lauren Durfee, Benicia. (5 boats)

CENTERBOARD-A — 1) Mike Rettie, Alameda, E-Scow; 2) Mark Briner, Lafayette, Johnson 18; 3) Dominic Marchal, Pinole, 505. (7 boats)

CENTERBOARD-B — 1) Dan Newland, Alameda, Wing Dinghy; 2) Rufus Sjoberg, Pinole, Laser II; 3) Robert Woodford, Castro Valley, Javelin. (16 boats)

KEEL-A — 1) Rick Pareno, Redding, Capri 22; 2) Fennel Family, Corte Madera, Moore 24; 3) Jeremy Gicker, Nevada City, Capri 22. (11 boats)

KEEL-B — 1) Paul Frentzen, Arbuckle, Venture 21; 2) Gordon Briggs, Palo Cedro, Mercury; 3) Ray Proffit, Weaverville, Balboa 26. (13 boats)

MULTIHULL — 1) Mike Lattin, Sonora, Super Cat; 2) George Pedrick, Alameda, Hobie 20; 3) Pete Shultz, Sacramento, Prindle 18.5. (12 boats)

GO FOR THE GOLD (GGYC; June 10-11; 5 races):

OPEN KEEL (PHRF) — 1) Jeremy Gicker, Capri 22, 7 points; 2) Mike Bringolf, Space Sailor 20, 12; 3) Jerry Lewis, MacGregor 25, 15; 4) Don Koropp, Victory 21, 22; 5) Doug Epperson, Catlina 22, 24. (10 boats)

OPEN CENTERBOARD (PORTSMOUTH) — 1) Wade Behling; Thistle, 8 points; 2) P. Lazier, Banshee, 11; 3) Dan Ouellet, Laser, 16; 4) 'Kirk', Byte, 24; 5) Larry Rota, Buccaneer, 31. (10 boats)

SNIPE — 1) Andy Pointious, 8 points; 2) Robin Gales, 14; 3) Joe Harvard, 17; 4) Ava Moore, 25; 5) R. Hunt, 25. (10 boats)

EL TORO — 1) Walt Andrews, 8 points; 2) Robert Hrubes, 8; 3) A. Locke, 18. (7 boats)

ALMANOR HIGHWATER (Butte SC; June 16-17):

CENTERBOARD — 1) Mark Barr/Jody Christopherson, C-15, 4 points; 2) Bob & Tom Hunt, Snipe, 10; 3) Doug McWilliams/Tom Munson, Thistle, 11. (7 boats)

KEEL — 1) Craig Settlemire, Santana 22, 5 points. (2 boats)

CATAMARAN — 1) Richard Silvera/Sonja Johnson, Prindle 18-2, 4 points. (1 boat)

(5 races; 1 throwout)

SBRA CLEAR LAKE (RYC; June 16-17; 5 races):

BYTE — 1) Michele Logan, 11 points; 2) Gene Harris, 21; 3) Trish Moratorio, 23; 4) Kati Murray, 27; 5) Gail Yando, 29. (12 boats)

DeWITT — 1) Irwin Layne, 15 points; 2) Rudy Salazar, 18; 3) Alice Martin, 18; 4) Richard Hird, 21. (10 boats)

LASER — 1) Mike Eichwald, 17 points; 2) Dan Ouellet, 18; 3) Bob Brainard, 21; 4) Roger Herber, 24. (10 boats)

SUNFISH — 1) Bob Cronin, 7 points; 2) Roy Jordan, 9. (4 boats)

THISTLE — 1) Ron Smith, 5 points. (3 boats)

OPEN — 1) Viper 640, Ray Sanchez-Pescador, 10 points; 2) International Canoe, Del Olsen, 13; 3) International 14, Rand Arnold, 15. (5 boats)

Delta Ditch Run

The Ditch Run celebrated its tenth anniversary in fine style on June 3, as 122 boats rode the flood and moderate winds for 67.5 mellow miles from the Brothers to Stockton Sailing Club. No one enjoyed the race more than 8-year-old Peter Jesberg, who sailed with his dad Don, Andrew Holdsworth and Steve Baumhoff on his family's Melges 24 *Casey Jones*. "We were just 11 minutes behind *Blue Chip* at the finish!" said Peter proudly. "And we beat the next Melges by 12 minutes!"

Casey Jones took home four prizes, including first overall, for their masterful

7 hour, 40 minute effort. "The race was scored under time-on-time this year, which I think is a fairer deal," noted Don Jesberg. "But we would have won under time-on-distance, too!" The next Melges, Warren Davidson's *Light Brigade*, came in second overall. *White Rabbit*, a Wylie Wabbit sailed by Andy Hamilton and Jonathan Livingston, took the overall bronze. Light boats dominated the top ten standings this year, not surprising for a lighter-air race. "Light was right," claimed Will Paxton, who doublehanded his *Motorcycle Irene* with Whitney Gilmour to first in the 17-boat Express 27 class.

For a change, Dave Hodges *didn't* win the 31-boat Moore 24 fleet. After running aground a half dozen times, Hodges ended up in an uncharacteristic 14th — but claimed to enjoy the day anyway. Shana Rosenfeld, sailing her *Ngellew Fejj* with Jack Halterman and Mark Gibbs, topped the huge Moore contingent. Runner-up Bren Meyer and his *Topper II* crew finished 13 minutes later.

Bill Erkelens posted the fastest time with his modified C-Cat *Freedom* — 5 hours, 24 minutes. That was good enough to win the multihull class on corrected time, just about a minute ahead of recent Worrell 1000 survivor Brendan Busch's Inter 20 *Team California*. Not even the multihulls reported any moments of terror, making this the most delightful Ditch Run in recent memory.

LIGHT-I — 1) **Casey Jones**, Melges 24, Don & Peter Jesberg; 2) **Light Brigade**, Melges 24, Warren Davidson; 3) **Ballistic Bob**, Hobie 33, Robert Plant; 4) **Decorum**, Melges 24, J.C. Raby; 5) **Not the Family Buick**, Melges 24, Michael Stone; 6) **Abracadabra II**, Antrim 27, Dennis Surtees; 7) **Smokin'**, Melges 24, D.S. Oliver; 8) **E.T.**, Antrim 27, Todd Hedin; 9) **Azzura**, Azzura 310, Arne Jonsson. (20 boats)

LIGHT-II — 1) **Summertime**, Moore 24 prototype, Dennis Bassano; 2) **Toucan**, J/22, Donna Womble; 3) **Ciao**, SC 27, Andy Carson; 4) **Talisman Banana**, J/22, Gary Albright; 5) **Travieso**, J/22, Jack Allen. (14 boats)

HEAVY-I — 1) **Ozone**, Olson 34, Carl Bauer; 2) **Axel Heyst**, CN 50, Jim Wallis; 3) **Two Scoops**, Express 34, Chris Longaker; 4) **Blue Chip**, Farr 40, Walt Logan; 5) **Bottom Line**, Choate 40, John & Debbie Walker. (9 boats)

HEAVY-II — 1) **Delta Ruby**, Catalina 30, Chuck Jones; 2) **Good News**, Columbia 30, Dave Winegarden. (4 boats)

HEAVY-III — 1) **Times Roman**, Columbia Challenger, Phil Hendrix; 2) **Dog House**, Columbia Challenger, Mike Steffani; 3) **Poker Bay**, MacGregor 25, Bill Goldfoos. (7 boats)

MOORE 24 — 1) **Ngelew Fejj**, Shana Rosenfeld; 2) **Topper II**, Bren Meyer; 3) **Sputnik**, King/Morris; 4) **Nobody's Girl**, Syd Moore; 5) **Mercedes**, Joel Verutti; 6) **Gorgeous**, Bernadette Bosinger; 7) **Wet Spot**, Mike O'Callagan; 8) **Mooregasm**, Dave Josselyn; 9) **Snafu-U**, Mark Berryman; 10) **Catch A Fire**, Tim McTighe; 11) **Minnow**, Dan Nitake; 12) **Legs**, Lester Robertson; 13) **Cadenza**, Bruce Donald; 14) **Fatuity**, Dave Hodges. (31 boats)

EXPRESS 27 — 1) **Motorcycle Irene**, Will Paxton; 2) **Swamp Donkey**, Scott Sellers; 3) **Dianne**, Katzman/Hodges; 4) **Shenanigans**, Bill Moore; 5) **Opus**, Crowson/Roberts; 6) **Wile E. Coyote**, Dan Pruzan; 7) **Jomama**, Greg Goodman; 8) **Ajax**, Brett Allen. (17 boats)

WABBIT — 1) **White Rabbit**, Andy Hamilton; 2) **Kwazy**, Colin Moore; 3) **Furrari**, Angie Rowland; 4) **Haretic**, Jerry Keefe. (7 boats)

CRUISE — 1) **Sail A Vie**, Hunter 30, Wayne Wilson; 2) **Lone Ranger**, Ranger 24, Roger Anderson; 3) **The Dance**, Merit 22, Chuck Rockholt. (6 boats)

MULTIHULL — 1) **Freedom**, C-Class cat, Bill Erkelens; 2) **Team California**, Inter 20, Brendan Busch; 3) **Rocket 88**, Spruit 34, Serge Pond. (7 boats)

OVERALL — 1) **Casey Jones**; 2) **Light Brigade**; 3) **White Rabbit**; 4) **Summertime**; 5) **Ballistic Bob**; 6) **Ngelew Fejj**; 7) **Kwazy**; 8) **Decorum**; 9) **Motorcycle Irene**; 10) **Not the Family Buick**.

South Tower Race

The Stockton Sailing Club hosted its 28th annual South Tower Race on June 16-17. Nineteen boats answered the 11 a.m. starting guns, about a 50% increase over 1999. This race, widely accepted as the most challenging of all Bay Area overnight races, has been lightly attended recently primarily due to its typically grueling conditions. The 2000 event did not fail to test the endurance of those few sailors tenacious enough to participate.

Except for the first few miles of the trip to the Bay, the wind rarely fell below 15 knots, with the mean closer to 20. Extended periods of sustained 30+ were not uncommon and puffs over 40 were recorded as the fleet crossed the Central Bay slot between 2 and 3 a.m.

This year's full moon, in conjunction with extended daylight associated with the Summer Solstice, should have produced outstanding visibility. Unfortunately, the high winds blew a covering blanket of fog nearly to Antioch. With its benefits blotted out, the moon became nothing but a curse as its tidal influence was significant. Racers did not have too much trouble beating into the flood, but 4.6 and 4.7-knot ebbs, in opposition to the high winds, produced 4-foot square chop that rattled teeth loose going to weather and made driving under the chute nearly impossibile on the trip home.

Carnage was expected and delivered. Six boats failed to complete the 140-mile lap. Amazingly, only Linda Purdy's Merit 25 *Ditch Witch* dropped its rig. Two others boats suffered damaged rudders. The remaining three casualties put themselves hard aground. Jeff Perry's *Honey Due* spent nearly 18 hours high and dry on Suisun Bay's infamous Middle Ground. Grounding the Ericson 27 around 10 p.m. on Friday night, the boat and crew did not gain freedom until the second high tide at about 4 p.m. Saturday. Heroic halyard swinging efforts were to no avail and if not for a large powerboat wake, *Honey Due* might have become one more wreck decorating the flats.

John Walker's Choate 40 *Bottom Line* took both elapsed time and corrected time

Overall Ditch Run winner Don Jesberg with 8-year-old son Peter. Right, 'Bottom Line' crosses the finish line at the South Tower Race.



LATITUDE/ANNIE



KEN SMITH

honors. Not affected by the chop as much as the smaller boats, and enjoying the stiff winds, the Choate 40 rounded Blackaller 19 minutes after midnight. They pulled into Stockton at 9:39 a.m., just in time for a late breakfast. *Bottom Line*'s 22 hour, 39 minute circuit missed the course mono-hull record by about 20 minutes.

This was Walker's 17th South Tower Race, and his wife Debbie's 15th. Their crew for the winning trip was Doug Haas, Jim Hachman, Rich Weirick, Chris Shepard, Randy Goodwin, Troy Broderick, Sean Haas, and Jared Hachman. "We had an 'eleventh man' aboard, too," said Johnny. "Our good friend and sailing buddy Mike Haas (Sean's father and Doug's brother) passed away earlier this year from the 'Big C'. He loved the South Tower Race, and his son asked if we could bring him along. We wrapped his container in his crew shirt and foulie jacket, and put him in the liquor cabinet. Mike had a hell of a race, and we could all picture him smiling from the rail."

— *lance purdy*, ditch witch

DIV. I — 1) **Bottom Line**, Choate 40, John Walker; 2) **True Grits**, Express 27, J. Montgomery; 3) **Hurricane**, Express 27, R. Reiber. (4 boats)

DIV. II — 1) **Faded Badley**, J/30, Dana Badley; 2) **VooDoo Child**,Cal 3-30, J. Gurney. (4 boats)

DIV. III — 1) **Delta Ruby**, Catalina 30, C. Jones; 2) **Blew Cal**, Cal 27, J. Nassoiy; 3) **Aphrodesia**, Cal 27, B. Humphreys. (6 boats)

DIV. IV — 1) **Times Roman**, Columbia Challenger, Phil Hendrix. (4 boats)

CRUISE — 1) **Tyche II**, Freya 39, R. Bender. (1 boat)

Box Scores

So many races, so little time. Here are results of a dozen more regattas which took place last month, many of which are worthy of more extensive coverage. Maybe next time!

85th LIPTON CUP (San Diego YC; May 20-21):

1) **Hotspur**, San Diego YC, Keith Lorence, 13 points; 2) **Whistler**, Balboa YC, Dave Ullman, 22; 3) **Kathmandu**, Coronado YC, Van Waay, 30; 4) **Wings**, Santa Barbara YC, Ken Kieding, 36; 5) **Ricochet**, Cal YC, Bob Little, 36; 6) **Piranha**, CCdLP, David Voss, 42; 7) **Shillelagh**, Southwestern YC, Ken Manzoni, 47; 8) **White Fang**, SMWYC, Rick Palmer, 51; 9) **Strategem**, Channel Islands YC, Ron Johnson, 54; 10) **Absolute**, SBRYC, Ray Beckett, 62. (5 races in Schock 35s, 0 throwouts)

EXPRESS 27 NAT'LS (Grosse Point, MI; 6/1-4):

1) **Lorax**, Paul Deeds, East Palo Alto, CA, 8 points; 2) **Creative**, Bill Cox, Grosse Point, 12; 3) **Air Force**, Peter Fortune, Grosse Point, 23; 4) **Das Boot**, Harald Kolter, Grosse Point, 29; 5) **Elixir**, Mike Momjian, Grosse Point, 30; 6) **Mika**, Jerry Lohmeyer, Ann Arbor, 34. (12 boats; 7 races/1 throwout)

2000 Coastal Cup Entries

Vessel	*Type*	*PCR*	*Skipper*	*Yacht Club*
PHRF A				
Yassou	Schock 40	-18	Jim Demethades	Los Angeles
Gone With The Wind	SC 50+	-13	J. Cascino/B. LeRoy	St. Francis
Fast Twitch	Henderson 30	45	Evan Rasmussen	Silver Gate
PHRF B				
Confetti	Farr 44	70	Peter Wolcott	South Beach
Eclipse	Express 37	87	Mark Dowdy	San Francisco
Expeditious	Express 37	90	Bartz Schneider	San Francisco
China Cloud	J/40	105	L. Brite/C. Wilson	Richmond
Enchante	Ben. First 42	110	D. Jacoby/B. Barton	Marina Bay
Wind Dancer	Catalina 42	123	P.K. Edwards/D. Chase	Ventura
Moonshine	Dogpatch 26	124	R.B. Ward	Richmond
Flibbertigibbet	O'Day 34	168	Jim Adams	Island
BLUBYU	Beneteau 40.7	Pending	Steve Williams	Pac. Sailing Club
EXPRESS 27				
Ajax	Express 27	129	Brett Allen	Encinal
Extosea	Express 27	129	William Wheatley	Peninsula
Jaded Lover	Express 27	129	Richard Bryant	Encinal
Opus	Express 27	129	H. Roberts/J. Crowson	Richmond
Salty Hotel	Express 27	129	David Rasmussen	SSS
Swamp Donkey	Express 27	129	Scott Sellers	St. Francis
To Infinity & Beyond	Express 27	129	Fred Voss	Richmond
True Grits	Express 27	129	Jay Montgomery	Encinal
NON-SPINNAKER				
Kiaimakani 2	Catalina 36	159	David Hinojosa	Encinal
Merlon	Yorktown 35	190	Michael Kehir	Golden Gate
Tournesol	Valiant 32	191	Joel Tuttle	Ballena Bay

EASOM FOUNDERS CUP (SFYC; June 10-11):

1) Peter Vessella, 14 points; 2) Doug Morss, 17; 3) Jim Gregory, 21; 4) Tim Parsons/Bill Barton, 25; 5) Kers Clausen, 33; 6) Hank Easom, 39; 7) Bob Park, 45; 8) Tom Oller, 46; 9) Bill Dana, 50; 10) Jeff Hager, 52. (21 Etchells)

J/105 SEASON STANDINGS TO DATE:

1) **Good Timin'**, Perkins/Wilson, 25 points; 2) **Sails Call**, Ian Charles, 54; 3) **Jose Cuervo**, Sam Hock, 61; 4) **Diamante**, Danny Shea, 67; 5) **Advantage 3**, Pat Benedict, 86; 6) (tie) **Blackhawk**, Dean Dietrich, and **Juxtapose**, Thayer/Watts, 87; 8) **Hoku'lele**, Cooper/Deisinger, 94; 9) **Bella Rosa**, Dave Tambellini, 104; 10) **Walloping Swede**, Tom Kassberg, 106. (34 boats; 17 races; 4 throwouts)

SSS IN-THE-BAY RACE (CYC; June 10, 20 miles):

SH-I (multihulls) — 1) **Pegasus**, F-27, Andrew Pitcairn. (2 boats)

SH-II (<129) — 1) **Polar Bear**, Antrim 27, Richard Ray; 2) **Razzberries**, Olson 34, Bruce Nesbit. (4 boats)

SH-III (130-168) — 1) **Starbuck**, Black Soo, Greg Nelson. (3 boats)

SH-IV (> 169) — 1) **Tchoupitoulas**, Santana 22, Steve Buckingham. (3 boats)

SH-V (non-spin.) — 1) **Na Na**, Saga 43,Dwight Odom; 2) **Bumpy**, C&C 35 Mk. II, Rich Wideman. (5 boats)

DH-I (multihulls) — 1) **Mach Turtle**, F-27, E.B. Pickett. (1 boat)

DH-II (< 129) — 1) **Opus**, Express 27, Jason Crowson; 2) **Scoop**, Wylie 34, Steve Wonner; 3) **X-Dream**, X-119, Steen Moller. (7 boats)

DH-III (130-168) — 1) **Silyke**, WylieCat 30, Steve Seal; 2) **Uno**, WylieCat 30, Steve Wonner; 3) **Carlene**, WylieCat 30, Fred Soltero. (9 boats)

DH-IV (>169) — 1) **Strait Jacket**, Mull 22, Ben Haket; 2) **Shazam!**, Santana 22, Bud Sandkulla. (5 boats)

DH-V (non-spin.) — 1) **Spectra**, Columbia 45, Hal Wright. (3 boats)

INTERCLUB #3 (Island YC; June 17; 14 miles):

MULTIHULL (spinnaker) — 1) **Pegasus**, F-27, Andrew Pitcairn; 2) **Wingit**, F-27, Ray Wells. (4 boats)

MULTIHULL (non-spinnaker) — 1) **Defiance**, Cross 46, Mike Ropers. (2 boats)

PHRF D (0-168) — 1) **Mistral**, 'Conquibin 38', Robert Becker; 2) **Wind Dragon**, Catalina 34, Dave Davis; 3) **Wave Rider**, Hunter 31, Mark Rommell. (6 boats)

PHRF E (169 and up) — 1) **Annie**, Cal 29, Steve Zevanove. (3 boats)

NON-SPINNAKER — 1) **Star Fire**, Catalina 34, Bob Engelhart; 2) **MeMe**, Newport 30-Mk. II, Norm Guest; 3) **Knotty Sweetie**, C&C 32, G. Johnson. (7 boats)

SPRING ONE DESIGN OVERALL (SCYC; 8 races):

SC 27 — 1) **Dynaflow**, Dini Bros., 19 points; 2) **Ciao**, Andy Carson, 19; 3) **Jersey Girl**, Greg Miller, 23; 4) **Hanalei**, Rob Schuyler, 31; 5) **Californla Zephyr**, Peter Dalton, 44. (11 boats)

MOORE 24 — 1) **Ruby**, McCarthy/Manzi, 17.5 points; 2) **Mooregasm**, Dave Josselyn, 19; 3) **Free Fall**, Fred Cox, 36; 4) **Ngellew Fejj**, Shana Rosenfeld, 36. (8 boats)

SANTANA 22 — 1) **Tara**, Jim Samuels, 9 points. (3 boats)

SCYC SPRING PHRF OVERALL (3 races):

DIV. A — 1) **Red Hawk**, SC 40, Lou Pambianco,

5 points; 2) **Absolute 88**, Wylie 37, Keith MacBeth, 6. (4 boats)

DIV. B — 1) **Animal House**, Olson 30, Matt Lezin, 6 points; 2) **Capital Affair**, Olson 30, John Buchanan, 10; 3) **Tsunami**, Olson 30, Bob Haase, 11; 4) **Gandalf**, Santana 34, Rick Diola, 13; 5) **Bullet**, Olson 30, Mike Gross, 15. (11 boats)

DIV. C — 1) **Wildthing**, Express 27, Scott Hipsley, 3 points; 2) **California Zephyr**, SC 27, Peter Dalton, 7. (5 boats)

DOUBLEHANDED — 1) **Moorgasm**, Moore 24, Dave Josselyn, 6 points; 2) **Summertime**, Moore 24 prototype, Bassano/Golsh, 6.5; 3) **Ngellew Fejj**, Shana Rosenfeld, 14; 4) **Nobody's Girl**, Moore 24, Syd Moore, 14. (10 boats)

SOUTH BAY YRA #3 (BVBC; June 17):

BIG SPINNY — 1) **Sundancer**, Hunter 34, Bob Carlen. (1 boat)

LITTLE SPINNY — 1) **Iskra**, S2-7.9, Mark Lenny. (1 boat)

BIG NON-SPINNY — 1) **Helbeau**, Catalina 34, John Sandstrom. (2 boats)

LITTLE NON-SPINNY — 1) **Spirit**, Cal 20, Vince Swerkes. (2 boats)

VANGUARD 15 PCCs (TISC; June 17-18; 16 races):

1) Bart Hackworth/Becky Jonas, 46 points; 2) Nick Adamson/Linda Fourek, 54; 3) Scott Sellers/Jill Norris, 90; 4) Mikey Murison/Dana Moore, 104; 5) John & Rachel Horsh, 109; 6) Kara Forman/Howie Schiebler, 119; 7) Ken Turnbull/Megan Kelly-Sweeney, 121; 8) Bob Tennant/Chris Hutchison, 125; 9) Carisa Harris/Eric Knopf, 142; 10) Shane Wells/Mike Huang, 142. (24 boats)

HDA FIRST HALF (6 races; 1 throwout):

DIV. G — 1) **JackRabbit**, N/M 39, Dave Liggett, 10 points; 2) **Mr. Magoo**, J/120, Steve Madeira, 13. (4 boats)

DIV. H — 1) **China Cloud**, J/40, Brite/Wilson, 13 points; 2) **Mintaka 4**, Farr 38, Gerry Brown, 18; 3) **Petard**, Farr 36, Keith Buck, 22; 4) **Sky High**, J/35, Dave West, 27; 5) **Two Scoops**, Express 34, Chris Longaker, 32. (16 boats)

DIV. J — 1) **Harp**, Catalina 38, Mike Mannix, 9 points; 2) **Fat Bob**, Catalina 38, Bob Lugliani, 15; 3) **Peg O' My Heart**, Ericson 35-3, Steve Wert, 27. (7 boats)

DIV. K — 1) **Sorcerer**, C&C Half Ton, Greg Cody, 11 points; 2) **Nighthawk**, Contessa 33, Pieter DeVries, 15; 3) **Windwalker**, Islander 36, Richard Shoenhair, 19. (9 boats)

DIV. L — 1) **Chesapeake**, Merit 25, Jim Fair, 10 points; 2) **76 Trombones**, Luna 24, Peter Cook, 22; 3) **Mission Impossible**, Merit 25, David Hamilton, 27; 4) **Loose Lips**, Merit 25, Phil Mai, 29. (13 boats)

SF-30 — 1) **Ixxis**, Olson 911-S, Ed Durbin, 9 points; 2) **Jeannette**, Tartan Ten, Henry King, 9; 3) **Enigma**, Capo 30 mod., Bob Hultman, 21; 4) **Preparation J**, J/30, Jerry Tostenson, 24. (10 boats)

SPORTBOAT — 1) **Abracadabra II**, Antrim 27, Dennis Surtees, 11; 2) **My Rubber Ducky**, Hobie 33, Lee Garami, 12; 3) **Zilla**, B-25, Brent Draney, 19; 4) **Owslarah**, Antrim 27, Joe Melino, 25. (10 boats)

EL TORO REGIONALS (Clear Lake; June 17-18):

SENIOR — 1) Hank Jotz, 20 points; 2) Jim Warfield, 23; 3) Will Paxton, 26; 4) Tom Burden, 33. (23 boats)

INTERMEDIATE (15-18 yrs) — 1) Andy Goodman, 10 points; 2) Noe Goodman, 19. (5 boats)

JUNIOR (under 15 yrs) — 1) Travis Cool, 13 points; 2) J.V. Gilmour, 17. (13 boats)

Race Notes

All over but the crying: Check out *www.encinal.org* to find out who won Encinal YC's **Coastal Cup**, which was underway as we went to press. Just 23 boats were entered this year, a disappointing turnout. "There was a lot of competition from the Pacific Cup and North Sails Race Week," figured race chairman Rod Kidd. "Also, some racers are tired of going to the same destination. We're thinking about moving the finish line around a bit in the future."

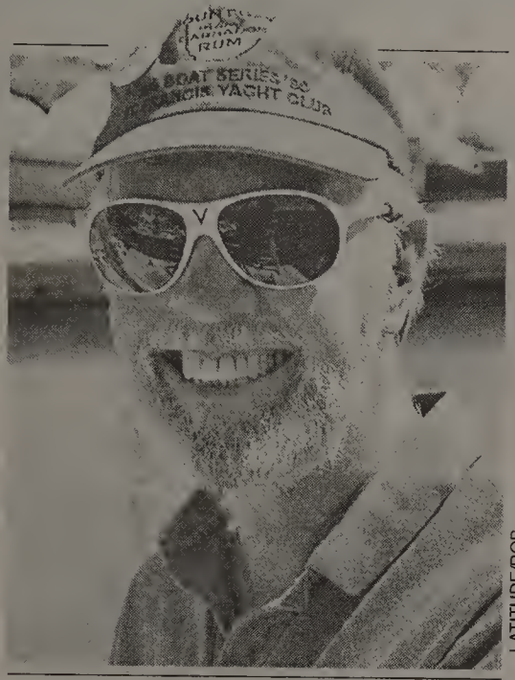
Meet the new boss: 23-year-old English phenomenon **Ellen MacArthur** became the youngest skipper ever to win Class 1 of the **Europe 1 New Man** singlehanded TransAtlantic race. Her 14 day, 23 hour, 11 minute trip from Plymouth, England,





to Newport, RI, beat a fleet of 19 Open 60s, the most ever gathered on one starting line. MacArthur's new ***Kingfisher***, an Owen/Clarke design with a conventional rig and keel, handled the tough, predominantly upwind race better than most — three Open 60s dismasted and one other, Bruce Burgess's ***Hawaiian Express***, withdrew with gear failure. Meanwhile, in the Class 1 multihulls, French solo sailor Francis Joyon piloted his ***Eure et Loir*** to a new course record — 9 days, 23 hours, which knocked 10 hours off Philippe Poupon's 1988 record. For all the gory details, surf to *www.europe1newmanstar.com/uk*.

Sale boats of the month: **Peter Stoneberg**, owner of the Farr 40 *Shadow*, just bought a Vanguard 15. . . **Randy Paul**, former owner of the J/35 *Equanimity*, and *JackRabbit* owner **Dave Liggett**, have ordered a new J/105. **Eden Kim** will take delivery of J/105 #355 this month. . . . . **Dan and Carol Benjamin**, who currently own the Olson 30 *White Knuckles*, have ordered an Aerodyne 38. . . Two more Columbia 5.5s have recently found homes



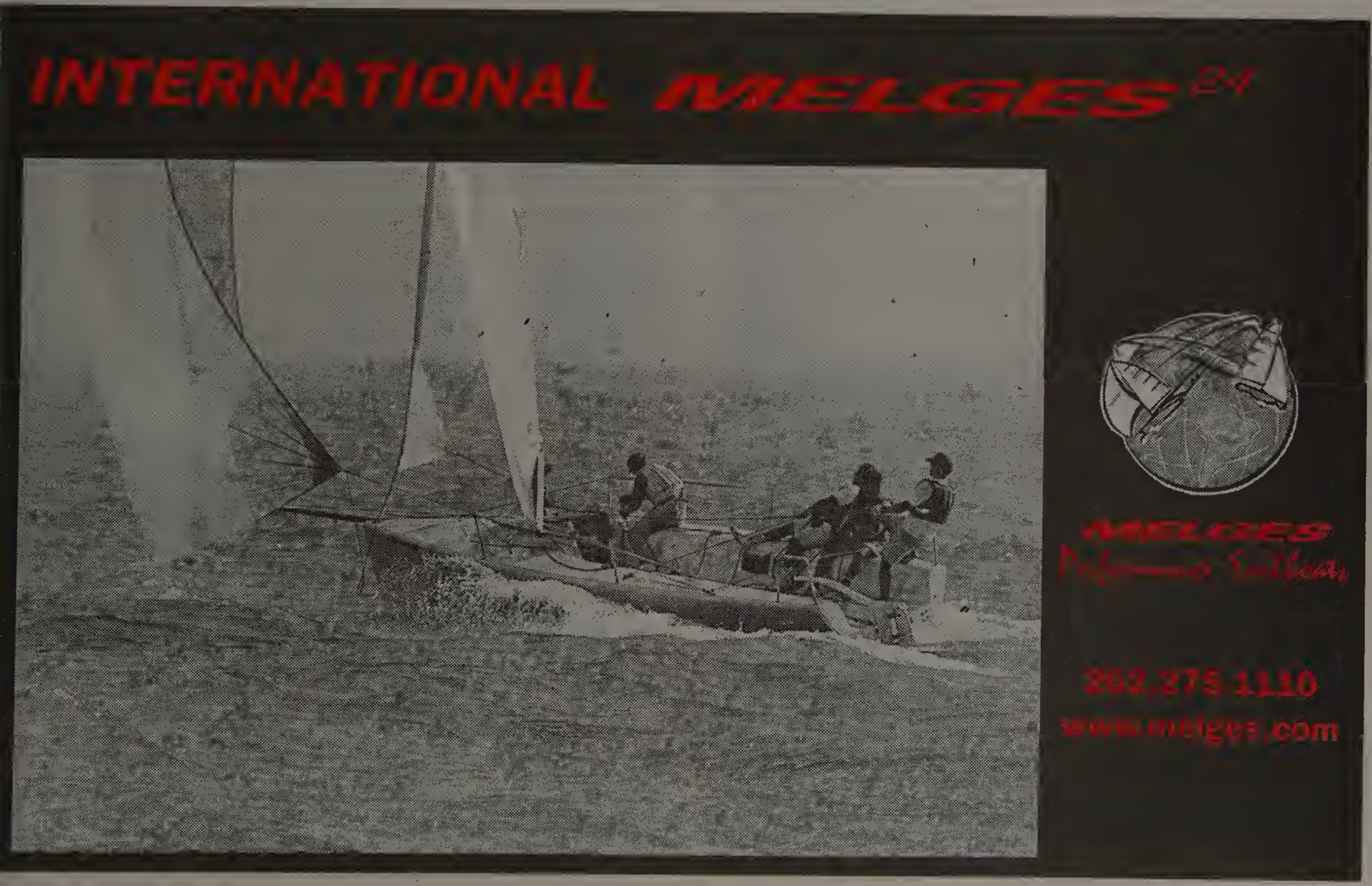
LATITUDE/ROB

Shady guy — Jaren Leet ('Irrational Again') is spearheading the Bay Area J/105 effort at the upcoming Kenwood Cup.

on the Estuary — **Carl Nelson** is restoring a 'beater', while **Patrick Cig-aner**, former owner of the one tonner *Coyote*, and multihuller **Mike Taylor** have bought one from out of the Stockton fleet. . . **Arnold Zippel** (StFYC) and **John Gillespie** (RYC) just bought *Coyote*, the last Hawkfarm ever made (hull #32), from an owner down in Oceanside. They're looking forward to the Doublehanded Pac Cup in 2002. . . **Tom Cullen**, a 'dot-commer' from Santa Barbara, is the new owner of the J/120 *Bluebird* (which was briefly Dennis Conner's *Stars & Stripes*).

Grand prix circuit: *Restless*, a 35-year-old Rhodes 41, won the **Newport-Bermuda Race**. The Maryland-based antique had the highest rating in the 176-boat fleet, and suffered least from the parking lot near the end of the 635-mile race. . . San Diegan Chris Snow sailed *Patriot* to victory in the **J/24 Nationals** in Cape May, NJ, topping a 53-boat fleet.

No surprise: Five-team Rolex Yachtswoman of the Year **Betsy Alison** (Newport, RI) won the **Santa Maria Cup** last month in Annapolis. This prestigious J/22 match racing event featured most of the top women match racing talent in the world, including Paula Lewin, Dawn Riley, Shirley Robertson and others. Alison is now focusing on winning a medal at the **2004 Olympic Games in Athens**, where women's match racing will be on the dance card for the first time. . . The Rolex



International Women's Keelboat Championship, still over a year away (September, 2001), has **switched from J/24s to J/22s** — a shock to many women racers, but probably a good move in the long run.

Road warriors: **Russ Silvestri**, who earlier this spring won the U.S. Olympic Finn Trials, placed 25th at the Finn Gold Cup in England, easily securing the U.S. a Finn berth at the Sydney Olympics. . . Tom Coates sailed his East Coast J/105 ***Masquerade*** to Boat-of-the-Day honors in the 137-boat fleet currently racing at Block Island Race Week. . . . **Brendan Busch** and **Scott Klodowski** finished seventh overall in the grueling Worrell 1000 last month (see *www.worrell1000.com* for full results). "I loved it, and plan to do it again next year!" claimed Busch, who chronicled his adventure on *www.santana35.com/worrell1000*. . . **Tracy Usher** came in seventh at the Laser Nationals in Wayzata, Minnesota, in early June. Carl Buchan (Medina, WA) dominated the 84-boat fleet.

Hogan's heroes: 30-year-old Marin County pro sailor **Hogan Beatie** has a busy summer mapped out. He just hopped straight off the Farr 40 *Shadow* at North Sails Race Week in Long Beach and headed to Victoria, BC, where on June 27, he's was off on the 17th biennial **Vic-Maui Race** on James McDowell's SC 70 *Grand Illusion*. "James lives in Maui and is a member of Lahaina YC, so we decided to do this race rather than the Pacific Cup," said Hogan. They'll be sailing against 20 other boats, with only the Andrews 70+ *Renegade* offering any serious competition for line honors. The *GI* crew — many of whom were on board for last year's winning TransPac and PV Race efforts — also includes navigator Patrick O'Brien, Pete Heck, Rick Magrath, Ty Pryne, Tom Andrews, Ted Churchill and *Heinekin* Whitbread vet Sue Crafer (who was just brought in to replace **Roland Brun**, who apparently broke his hip working on a boat).

After a brief vacation on Maui, Beatie and O'Brien will fly back to sail on *Taxi Dancer* in the Pacific Cup on July 14. Shortly after that, Hogan will race on the Farr 40 *Samba Pa Ti* in the Kenwood Cup, completing the **Hawaiian Hat Trick**. If anyone else is sailing in all three Hawaii events this summer, we're unaware of it.

August's12th bienniel **Kenwood Cup** is shaping up to be another small, but high-powered, gathering. The U.S. will be ably represented by the Red (varsity) team of the new *Esmerelda* (Farr 50, Makato Uematsu/Ken Read) and the Farr 40s *Samba Pa Ti* and ***Orion***. The USA White team will consist of the BH-41s ***Cha Ching*** and *Glama!*, with Doug Taylor's Farr 40 *Zamboni*. Defending champs New Zealand will be hard to beat, fielding two new Farr 47s (*High Five #5* and *Sea Hawk*) and *Big Apple III* (Farr 45, Hideo Matsuda/Dean Barker).

Five Bay Area J/105s are also entered in an intimate 6-boat one design group — *Irrational Again* (Jaren Leet), *Jose Cuervo* (Sam Hock), *Juxtapose* (actually *Walloping Swede* under charter to Tom Thayer and Dick Watts), *Charade* (*Soldini* under charter to Tom Coates) and *Tiburon* (*Sabertooth* under charter to Steve Stroub). *Puff*, a Hawaiian 105, will round out the class. See *www.kenwood-cup.com* for the full line-up.

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Reserve the Private Dining Room for Crew Dinners!

This month we share the wisdom of our readership with ***A Look at Readers' Chartering Habits****, followed by miscellaneous* ***Charter Notes.***

Bareboat Chartering: "The serenity of camping without the dirt."

They say that free advice costs nothing and it's worth the price, but the helpful hints and firsthand insights we received from our recent yacht chartering survey are priceless.

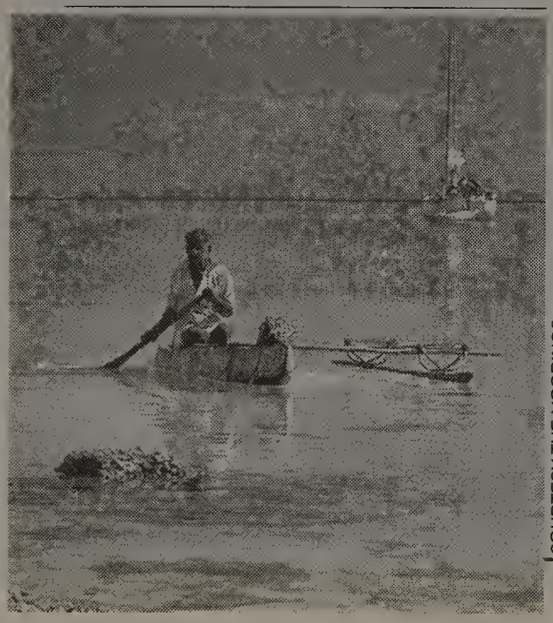
Many thanks to the dozens of respondents for taking the time to fill out our little questionnaire. Our main intention was to get to know *World of Chartering's* readers, in terms of their past chartering experience and future plans.

Most respondents said they charter away from their home waters more than they do locally, and if we had to guess, we'd say that's because a lot of them own their own boats. The vast majority have done bareboating rather than crewed yacht chartering, although indications are that many are not opposed to the concept.

A few — lucky salts — say they charter away from home twice a year; about a third charter abroad once a year and another third charter every other year.

Nearly 3/4 of respondents have chartered in the Virgin Islands, and the other quarter say they plan to. Almost half have chartered in the Pacific Northwest. About a third have chartered in the Windward or Leeward Antilles, and about a quarter have chartered in Tahiti.

With short sailing distances between idyllic, well-protected anchorages, it's no wonder Tonga is a favorite charter spot for 'Latitude' readers.



COURTESY THE MOORINGS

Cumulatively, *Latitude* readers have chartered all over the planet, in such disparate destinations as Corsica, Belize, Africa, Vanuatu, The Great Lakes, Honduras, Annapolis and Ireland, to name but a few.

Among the places on people's 'future charters' list, the top contenders were the Pacific Northwest, the Virgins, Tahiti, Tonga, Fiji and Greece or Turkey.

We asked what potential charter destinations readers would like to see us report on in the coming months. The responses covered a broad range of cruising grounds including Alaska, the Chesapeake, the French Canals, San Diego, the Balearics, the Florida Keys, Maine, Scotland and Cape Horn — however, we're pretty sure the availability of bareboats in Southern Patagonia is severely limited.

Our two final questions were: "What's the best thing(s) about bareboating or crewed yacht vacationing?" and "What tips would you pass on to those who have not yet tried yacht charter vacationing?" Many readers responded with extremely useful insights and advice. So useful, in fact, that we wanted to share them with you.

We encourage you to heed the voices of experience in the following excerpts — you couldn't buy better advice.

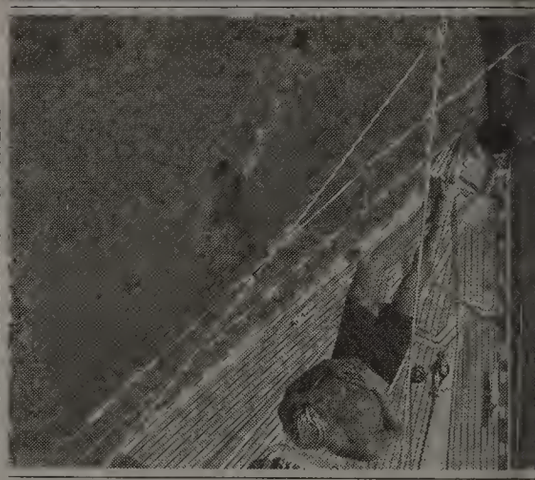
Best things about chartering: • It can offer the serenity of camping without the dirt. You get a comfortable 'waterbed'; beautiful, changeable scenery and you can bring all the good food and drink that you want.

• Travel is always educational and it's fun to get to know the local cultures. Some of the friendliest people we have met were in the Windward Antilles and the Society Islands of Tahiti.

Tips: Don't try to fill every bunk on the boat with a body. We find that six is about the most you should consider on one boat. Four is ideal! Having a little extra room to move about and having an extra cabin to stow your junk in works out really well. If you have a lot of people who want to go, consider putting together a mini-flotilla with more boats.

— Ken Stehr, Walnut Creek





TOP ROW: COURTESY SUNSAIL

RIGHT: COURTESY SUN YACHT CHARTERS

Best things: • It brings a family closer together or creates/cements lifelong friendships.

• It's easy to do and you get to enjoy yachts and locations that you couldn't afford otherwise.

Tips: • Pick a future date; set up a separate savings account, add to the account regularly.

• Invite guests who've been there before to a dinner party and ask them to bring a slide show if possible; circulate brochures, articles, etc. on the location.

— Dave & Patty Thompson, Long Beach

Best Things: Tahiti's Leeward Islands are sailing heaven: I have been sailing since 1975 on my own boats in and around San Francisco Bay, the Southern Oregon Coast, every island in Hawaii and three singlehanded Pacific crossings. For three weeks in November and December of 1998, three friends and I chartered a Beneteau 441 bareboat out of Raiatea to cruise the Leeward islands of Tahiti. I have never experienced such beautiful sailing



CENTER: THE MOORINGS; LEFT: SUN YACHT CHARTERS

Clockwise from upper left: Greece still has timeless charm; the French Coast of Brittany is a prime European destination; this boat name says it all, "seize the day!"; New Zealand is lush and beautiful; the Caribbean water is superb.

conditions, such beautiful scenery, so many incredibly safe anchorages inside the lagoons, and such privacy and solitude with no other boats, in my life.

After 25 years, I never knew sailing to be so easy, relaxing, carefree and beautiful. It's sailing heaven. I'm going back again, same place, same time of year, same company: Tahiti Yacht Charters. No crowds, no hassles — in a word, perfect sailing.

— Sam Vahey, Brookings, OR

Best thing: At the end of the charter you get to hand in the keys, smile and say, "Here's a list of the things that need fixing."

Tips: • Charter when the weather is ideal in the charter area, not just to escape winter.

• Large charter companies with good reputations will make your experience more enjoyable.

• Read extensively on the area you will charter in to get the most from your trip.

— Geves & Jane on 'Resolve'

(...who were sitting in PV waiting for engine parts and had nothing better to do than fill out our questionnaire.)

Best Things: Enjoying family/friends who love to sail; dropping the hook in pleasant, warm anchorages; barbecuing off the stern pulpit; rum drinks; and sailing naked!

Tip: Prior to the trip it is *vital* to openly discuss with the co-charterers everyone's expectations. How much sailing do you want to do? How much do you want to be on the hook? How much time ashore do you want to spend? The bigger the group, the harder this is to pin down. With my family, we really want to spend most of the time on the boat sailing. We have the other 51 weeks a year to eat great food in San Francisco restaurants.

— Jim Struble, San Francisco

Best things: We can sail wherever we want without long distance ocean crossings. We want to sail around the world without sailing around the world.

— Jon d'Alessio, Ross, CA

Tip: You can charter a cat in Australia's Whitsunday Islands with airfare for less than going to the BVI.

— Mr./Ms. Halter, Phoenix, AZ

Best thing: It's not work.

Tip: Try it. The first trip is the 'hardest'. It gets easier on future trips as there are fewer unknowns.

— Mitch Webber, Livermore

Tip: If you can sail the S.F. Bay, you can sail in the areas that have charter boats.

— Ellen Wakeley, San Leandro

Tips: • Try renting a boat from The Moorings in La Paz, Mexico.

• Have more than one experienced sailor on board.

• Don't expect your wife to do all the food planning, cooking and cleaning up.

— Bill Horning, (N/A)

Best thing: Warm weather, great friends, giggles, culinary experiments, incredible colors underwater and 'boat drinks'.

Tip: For beginners, the Virgin Islands is a great 'training wheels' area; or, if you haven't seen the Northwest, it has amazing cruising areas — but please don't stay!

— Dugan, Portland, OR

Tips: • Chartering is the most interactive and rewarding vacation I know of.

• Don't rule out catamarans. They seem to handle/perform sloppily to us monohullers, but the accommodations easily make up for it.

• If you do choose a cat, reef as you would a monohull (at certain wind speeds) even though you are not heeled.

— Jack Mahoney, Sausalito

Best thing: I have vacationed all over the world, but my bareboat charters were the best — restful, many mild adventures, independence, good friends.

Tip: If you bareboat, take along a small kit of multipurpose tools. Something mechanical always goes wrong.

— Noel Charette, Foster City, CA

Best things: You show up, check out the boat, stow provisions and go sailing. When you're done, you just leave the boat

— no maintenance.

Frustrating things: • Restricted anchorages and routes.

• No night sailing allowed.

Tip: Arrive a few days early to beat the jet lag before checking out a strange boat and sailing it in unknown waters.

— Mark & Leslie Vestrich, San Francisco

Tip: Don't charter in Tampa Bay, FL, unless you like sailing on sand!

— John & Meg, Alta, CA

Tip: If you charter from the rock-bottom-priced company, you may get what you pay for.

— André and Lynice Anderson, Reno

Best things: The peacefulness, the quietness, the exploration and voyeurism. . . sorry, I meant voyaging (dammed spell check), the distance from work and everyday life, being with special friends or family, and lastly, the beautiful boats.

Tip: Get going! There is no reason to hold back.

— Dave Hickey of Quincy, MA

Best ThingS: • Bareboating gives you the freedom to go where and whenever the crew wants to go or stay. (Although Captain Jack always has the power to overrule!)

• A crewed charter is a laid-back type of cruise; charterers are pampered, the cook prepares wonderful meals. It's the best way to be introduced to a new unexplored area.

Tips: Don't hesitate. Take a couple of lessons from a Bay Area sailing school. Then choose a friendly couple that you get along with. Go to the British Virgin Islands for your first charter. It has line-of-sight navigation, good winds, lots of boats, great bars, lots of rum, friendly people, Foxy's, it's close to St. John, USVI, there are great anchoring sites, and it has the most choices for a boat rental. Enjoy, drink and be merry — work will be waiting *if* you return.

— Captain Jack Roach, Carmichael

Best things: Seeing areas you'd never see any other way, unless you were cruising. Coffee in the cockpit while viewing some amazing scenery. Cocktails in the cockpit while viewing some amazing sunsets. Cooking up fresh seafood. Sailing different boats and learning new things. Snorkeling off the boat. Bird and wildlife viewing.

Tips: • If you are a newcomer to chartering, go on a group charter with a sailing club or organization that will guide you through all the details first. We went with Berkeley's OCSC on a flotilla charter out of La Paz. It made us realize how easy it is and that we could do it on our own, no problem.

• Also, going on an ASA or U.S. Sailing charter where you gain your bareboat certificate is a good way to start as well.

• Starting out in places with 'line-of-sight navigation' is good for beginners who can read a chart, but may not have a lot of navigation experience.

— Mel and Ann Wallace, Columbia, CA

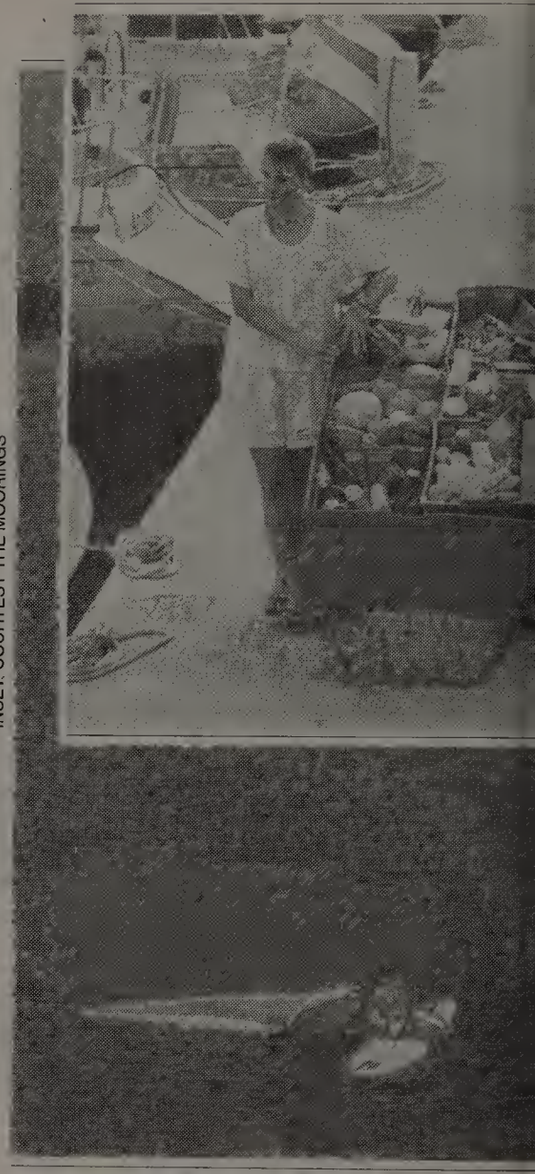
Tips: • Before you charter, sail as much as you can wherever you live. If you are already pretty experienced, you might ask one of the instructors in your area to give you a checkout on things you'll need to know to charter. I don't know that you really need the 'bareboat certification'. Remember, the charter companies want to charter their boats.

• Consider taking a skipper with you for one or two days at the beginning of a charter if you are doing a bareboat. Another friend who had his own boat but hadn't chartered did this to get up to speed on anchoring. We have bareboated primarily through The Moorings and TMM. I would recommend both.

• The Grenadines are great! We always stay in Tobago Keys for at least two days, which is not normally our style. . . . You can pick up a boat at either Grenada or St. Lucia, then sail to the heart of the Grenadines, but as far as I'm concerned, the time is better spent sailing *in* the Grenadines, rather than *to* the Grenadines. Both TMM and Sunsail share a charter base in Blue Lagoon, St. Vincent, so this last time we chartered through TMM. We picked the boat up, had a taxi driver take us to the local market for provisioning, and sailed to Admiralty Bay in Bequia that same afternoon, arriving before sunset. The other benefit is that you don't have to check in and out of Grenada or St. Lucia, which can be pretty time consuming.

— Drummond McCunn, Menlo Park

Best things: The best thing about (primarily bareboat) chartering is adventure — with a fall back, the charter company. Although we've only had to call once when



INSET: COURTESY THE MOORINGS

the wheel steering gear broke.

• Also, there are no really long sails between destinations.

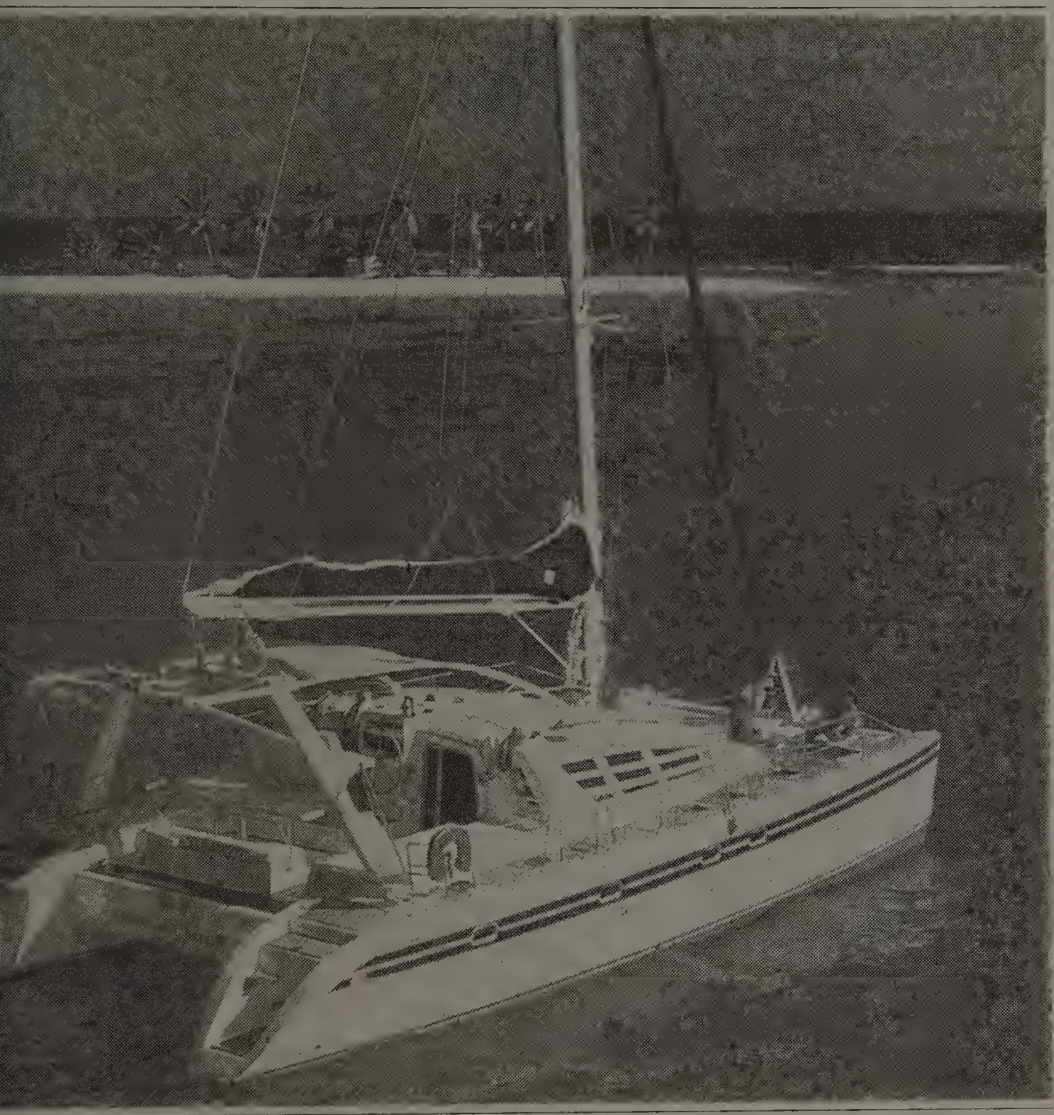
Tips: • Belize is a great sailing/diving/snorkeling location and we just skimmed the surface in two weeks. TMM offers wonderfully well-equipped, new, clean catamarans for charter. Their staff, especially 'Half Inch', was very helpful, friendly and informative.

• Pay attention during the checkout and chart briefing if bareboating. Check out all systems on the boat before leaving and make sure everything you need is on board and working.

• Except in Tonga, we've always provisioned ourselves at the local stores. It may not sound like a vacation, but it gets us acclimated to the local community and we get to eat what we like. (Tonga, at least the Vava'u group 10 years ago, did not have grocery stores as such so we provisioned with the Moorings.)

• Bring only what you can carry on the plane — I've never worn all the clothes I brought in that one small bag.

— Randy and Ann, San Francisco



SPREAD: COURTESY SUN YACHT CHARTERS

Spread: Cats are perfectly suited to Caribbean sailing — and they are plentiful. Inset: Some like to do their own shopping, while provisioning packages are the no-brainer approach.

Best things: • About bareboating: freedom.

• About crewed yacht charters: local knowledge.

Tip: Stay in a hotel for one day on the way out. Consider doing it on the way in. We have also had good luck staying on the boat, in her slip, the first night. Especially in tropical climes where the AC will run on the shore power, it's a way to ease into the island attitude.

— Scott Gordon, South San Francisco

Best thing: The best thing about bareboating is not dealing with a captain you do not know. (Although with the right luck that can be a wondrous delight.)

Tips: • Ask a lot of questions when dealing with a new company. As a boat mechanic, I've fixed too many things for stranded charterers that should have been picked up in routine maintenance. Inquire about breakdowns and how/if rebates are handled. Inquiring by mail or email is best and take copies of the responses along. Most often recalcitrant managers capitulate to your demands when faced with their own answers. Always be polite, lean toward generosity.

• Definitely pay with a credit card that allows you redress in the event of a problem.

— Jay Myers, Richmond

Best things: • Clear, warm water in incredible colors — don't go diving there unless you want to ruin diving in California waters for yourself.

• Also, local people, cultures and food; freedom to go when and where you want, or to just stay put: and topless women (not necessarily in that order).

Tips: • Only go with people that you've sailed with and have over-nighted with on a boat before. We have tried to go with lubbers — big mistake. They limit where you sail, are often afraid of little things and don't do well in close quarters when under stress.

• Try to eat local food and provision yourself except in very remote locations. Trying to eat 'American' limits the experience and won't be the same as back home anyway.

• Don't set an itinerary, be flexible. When in a perfect anchorage, stay another day or two. I feel sorry for the hordes of charterers that zoom from place to place on some kind of a mission. I pick out my first anchorage, then worry about the rest the next day.

• Don't be afraid to charter in the same place more than once, we have repeated destinations numerous times and always have enjoyed it more each time.

— Kirby Coryell, Lafayette

Best things: The freedom to see the islands from a different perspective and not be stuck in a resort. Also, the wonderful people we have met on our various trips, especially the people of Tonga. We have taken nine charters with The Moorings, some with a group of friends and some by ourselves. All have been great.

— Tommy Thompson, Bishop, CA

Wow, all this wisdom makes us want to just get out of town and go sailing in some exotic locale. While we're chained to our desks here at *Latitude* most of each month, during the coming years we promise to get out as often as possible to where the trade winds blow, the water is warm and the rum drinks are soothing, so we can report back to you on the pros and cons of a wide range of charter destinations.

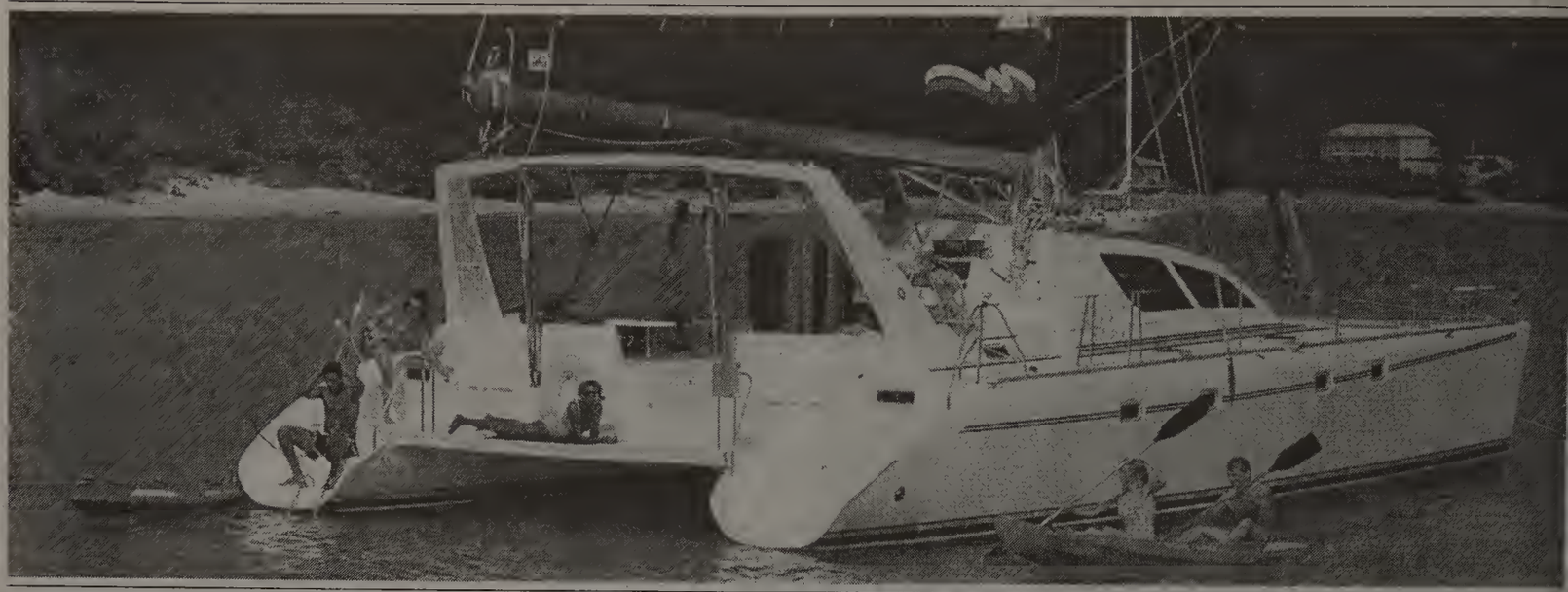
In the meantime, if you beat us to it, please keep in mind that we are always looking for succinct charter reports, especially when accompanied by decent snapshots. As a thank you, we'll send you an *official Latitude* T-shirt. Such a deal.

— latitude/aet

Charter Notes

Competition is hot in the bareboat charter industry, which benefits folks like you — potential clients — in that high standards of boat maintenance and customer service must be met in order to retain marketshare.

Competition also brings about novel marketing campaigns. For example, you may have seen **The Moorings** ads offering to give you a brand new Mercedes Benz SLK if you bought a **Moorings 505** or **Moorings 4500** cat. (The offer officially



ended June 30, but we'd bet if you got on the phone today, you still might be able to make a deal.) Among other notable offerings from The Moorings recently, couples or singles are now invited to 'book by the cabin' on their new 4500 catamarans. All-inclusive packages start at $215 per person per day. (Call 888-939-2248 for details.)

Sunsail has made some eye-catching offerings and announcements lately, also.

Booking by the cabin and sharing the boat? Hmmm. . . doesn't look too bad to us. The 4500 is one of the new stars of The Moorings' fleet.

For example, there is still time for kids to enter the company's **"Why I love sailing" writing contest** (ends July 31). Open to ages 8 to 18, each young scribe is asked to pen a 300-word essay that honestly expresses his/her love of the sport. The grand prize is $25,000. (Check out *www.boatscape.com/writingcontest* or write to: Sunsail Writing Contest, 980 Awald Rd., Suite 302, Annapolis, MD 21403.)

If you have to lean on your kid a bit to get him/her to put pen to paper, just say, "Look at it this way, kid, when was the last time someone offered you $25,000 to do an English assignment?" There's nothing like a juicy incentive to motivate the masses.

— latitude/aet

I ♥ Belize

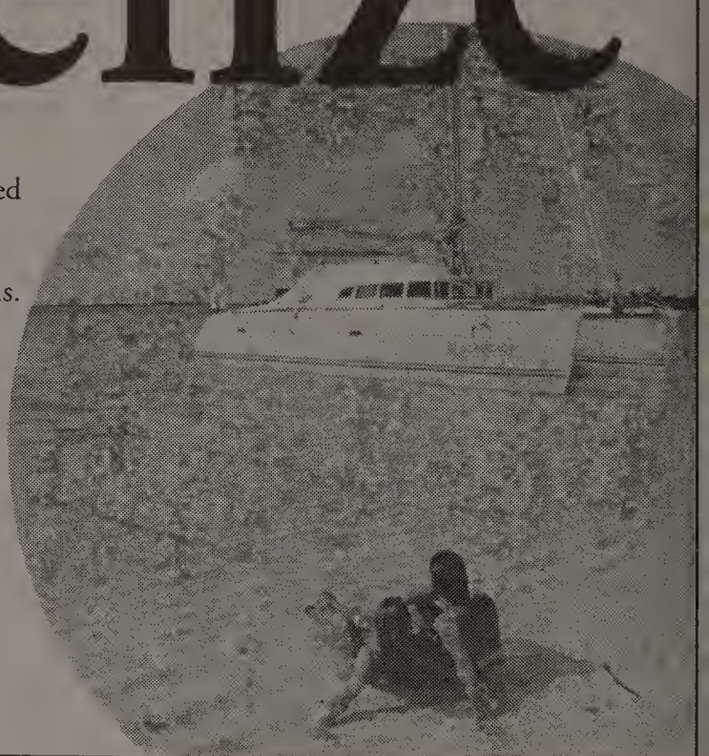
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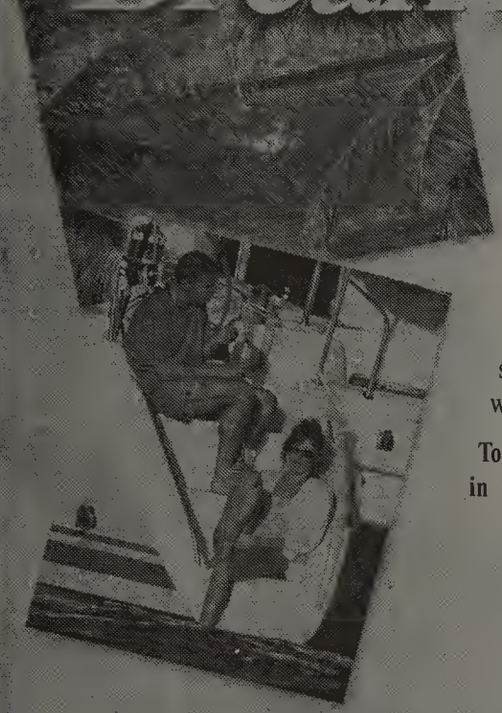
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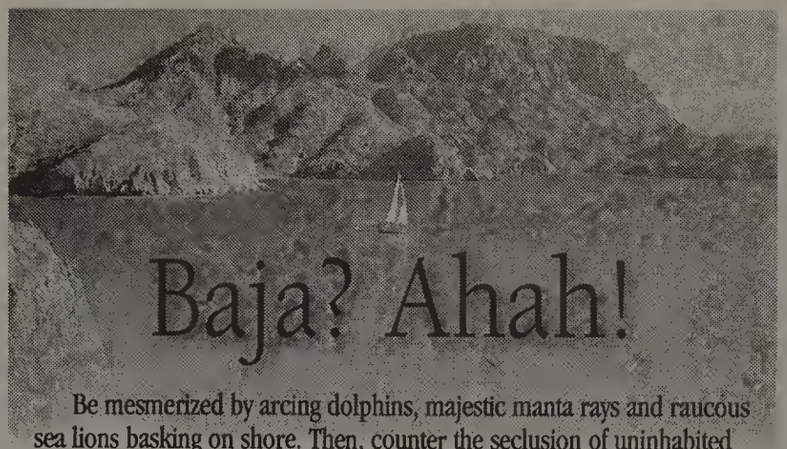
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CHANGES

*With reports this month on hurricane forecasts from **NOAA** and **William Gray**; from **New Tricks** on Ecuador and the Galapagos; from **Rhumb Runner** on returning to the Caribbean after nearly a decade; from **Jo-Jo** on the pleasures of Acapulco; from **Dharma** on chainplate troubles halfway to the Marquesas; from **Halcyon** on Loreto Fest; from **Solmates** on the improved situation with regard to bringing pets into Oz and other countries; from **Michelanne** on early summer in the Sea of Cortez; and lots and lots of **Cruise Notes**.*

Trying To Reason With Hurricane Season In the Atlantic/Caribbean (NOAA)

According to NOAA scientists, residents of the Caribbean Islands and the Gulf and East Coasts of the United States should expect more hurricanes than normal during this year's June 1 thru November 30 'season'. In addition to more hurricanes, scientists say they wouldn't be surprised if the hurricanes weren't also stronger and longer-lasting. It must be remembered, however, that hurricane forecasting is an imprecise science.

Historically, the Atlantic-Caribbean region has averaged nine or more tropical storms a year, seven of which reached hurricane strength. Of the hurricanes, three or more have been Category III — which means at some point their winds were in excess of 110 mph.

According to Dr. James Baker of NOAA, "The greatest influences in this forecast continue to be the ongoing La Niña and the lesser-known climate phenomena of warmer than normal Atlantic Ocean temperatures that affect hurricane activity over very long time scales. La Niña is defined by cooler than average sea surface temperatures in the central and eastern tropical Pacific. During last year's hurricane season, La Niña was bold and clearly defined, and gave forecasters more certainty. This year La Niña's end is in sight. Even if La Niña fades by August as the current forecast suggests, La Niña remnants and other influences will still likely bring more storms than usual."

According to NOAA, the above factors contribute to a global atmospheric circulation pattern ripe for hurricane activity because they tend to create:

— a lower wind shear, which is critical for hurricane development.

— a more favorable mid-level jet stream from Africa, which energizes developing storms.

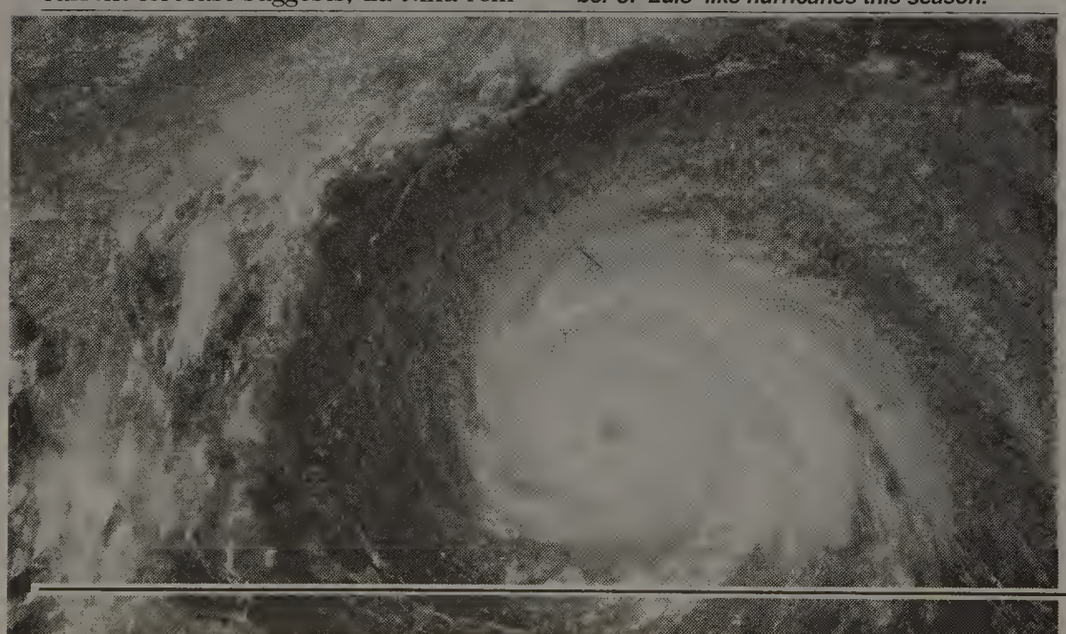
— lower surface air pressure, which makes it easier for storms to develop.

— warmer ocean temperatures in the tropical Atlantic, which favor stronger storms.

Last year there were 12 named storms in the Atlantic-Caribbean. Five of them — *Bret, Floyd, Irene* and Tropical Storms *Dennis* and *Harvey* — hit the United States and claimed 60 lives.

Besides NOAA, the other big name in hurricane forecasting is William Gray and his associates at Colorado State University — by the sea? Gray, who frequently grouses about not getting federal funding for his studies, predicts "a year of expected continued above average hurricane activity, and Florida - East Coast landfall." Proving that hurricane forecasting is an extremely inexact science, Gray has a whole different set of reasons for making basically the same prediction as NOAA:

Government and academic weather experts are concerned that there will be an abnormal number of 'Luis'-like hurricanes this season.



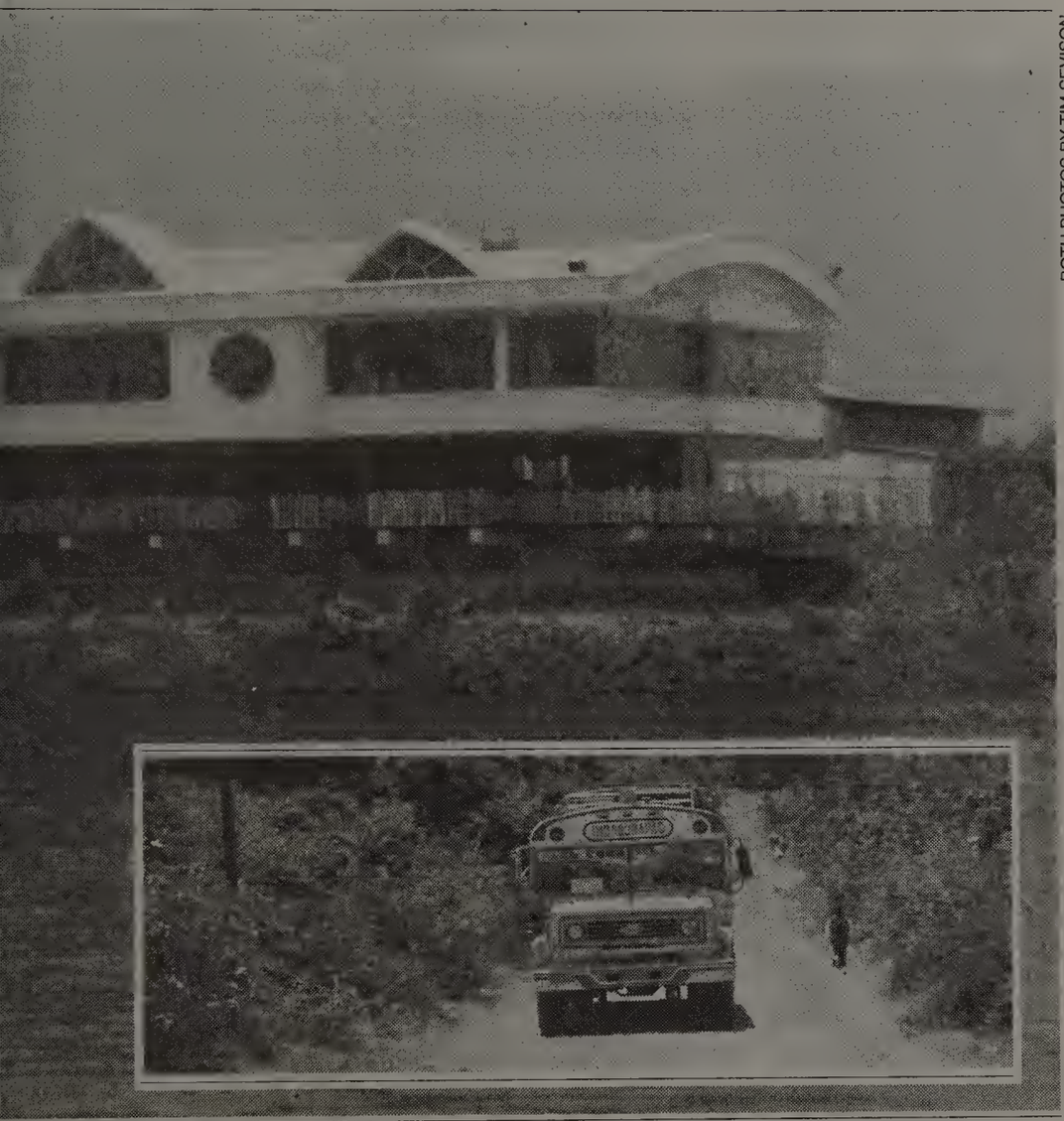
NOAA



"Predictors include two measures of Western Sahel rainfall during the prior year, the phase of the stratospheric Quasi-Biennial Oscillation (QBO) of zonal winds at 30 mb and 50 mb, extended range estimates of El Niño-Southern Oscillation (ENSO) variability, the October-November and March strength of the Azores high surface pressure, and the configuration of broad scale Atlantic sea surface temperature anomaly patterns." All right.

You know how monkeys often pick stocks as well as or better than the best market analysts? It seems as though the same thing could be true with hurricane forecasting. So we'll play the 'monkey' to NOAA and Gray by predicting just seven named storms this season, with only four of them reaching hurricane force. In other words, an unusually inactive hurricane season. Come November, we'll see who the real experts are.

For more detailed information on NOAA and Professor Gray's predictions, see the April 7 and May 10 entries in *'Lectronic Latitude* — which is accessed



BOTH PHOTOS BY TIM SEVISON

Spread; The Manta YC with Lorelei, the only Ecuadorian sailboat out front. Inset; It's only three cents a seat for the bus to Otavalo, Ecuador.

via *latitude38.com*.

Now, how about a prediction for the Mexican — or more properly, Eastern Pacific — hurricane season? To our knowledge nobody even bothers to make such predictions because those hurricanes, as opposed to those in the Atlantic/Caribbean, almost always head out to sea and away from population centers.

— *latitude 38*

New Tricks — Catana 42 Cat
Tricia McNulty & Tim Sevison
Isla Isabella, Galapagos and Ecuador
(Sausalito)

Trusting this letter to the Ecuadorian mail service is like putting it in a bottle and throwing it overboard — but we'll hope for the best.

Seemingly cheered on by thousands of marine iguanas perched on the black volcanic rocks, each day boats slip away from Villamil on the southeast corner of Isla Isabella, Galapagos Islands, bound for the Marquesas. The busy preparations and the buzz of excited voices preceding departure reminds us of an international yacht race that has a staggered start. Three boats leave one day, five the next, and so on. It's our observation that the Germans always leave as a group, and the French — who can never agree on anything — always leave alone.

With the great new cruisers-welcome policy in the Galapagos allowing all yachts to visit for at least 20 days, most cruisers have been taking advantage by visiting at least three of the islands, taking land tours, hiking, and diving. It's also possible to swim with the seals, observe blue-footed boobies, and visit the giant tortoises. And after all that, the cold and inexpensive 16 oz. beers taste mighty good!

One theory suggests that the tortoises first came to the remote Galapagos from the mainland of South America by floating on rafts made up of wood or vegetation. Floating over from Ecuador is pretty much what we did with our catamaran.

We suggest that anyone sailing from Panama to the Galapagos stop at Manta, which is on mainland Ecuador. There are a number of reasons: it breaks up one long passage into two manageable legs, it's pretty much on the way, diesel is 30 cents a gallon, there are fresh provisions, and there are endless possibilities for inland travel. We found the staff at the Manta YC to be most welcoming. Few sailboats stop in here in the first place, so our catamaran was all the more unusual.

Manta is the largest tuna producing port in the Pacific, and curious fishermen often passed by to wave and have a look at our unusual boat. Two of the more curious turned out to be Dario Herrera. and his father, the owner of *Lorelei*, the only Ecuadorian-flagged sailboat in Manta. As it turned out, Dario's father is a journalist — which may have had something to do with the fact that we were front page news in the next day's paper.

The Ecuador economy is in a sad state, so those with dollars find life and travel there to be incredibly inexpensive. Meals in the best restaurants are only $2 U.S., for example, while four-star hotels rooms are just $25 U.S. The scenery from Quito to Cotopaxi was spectacular, and the warmth and friendliness of the Ecuadorian people is exceptional. Typical to our experience in Latin America, Bubba, our Portuguese Water Dog, was welcomed into most hotels. He also loved frolicking in the Andean snow at almost 15,000 feet. While in Otavalo, we got into a long bargaining session with a local Indian — who wanted to swap a llama for Bubba!

While we limited our Manta-based excursions to Ecuador, other cruisers expanded their travels to include Peru and

Tricia and Bubba the dog at one of Ecuador's countless Andean waterfalls. This one is just an hour outside of Otavalo.



TIM SEVISON

Chile. Thanks to the safe moorings and security at the Manta YC, and the affordable airline fares from Quito, it was all quite possible. While travelling inland is a great time to have your boat waxed and polished, varnished, and have the bottom cleaned. But unless you're refitting a tuna boat, don't expect any of the chandleries to have what you need. And if they do, you must have at least a rudimentary knowledge of Spanish to purchase it, as very few Ecuadorians speak any English.

The best way to get from Panama to Manta is to leave the Perlas Islands in a strong norther, which with any luck you'll be able to ride to within about 100 miles of Manta. Charts for the area are available at Isla Mirada in Balboa. Once you leave Manta for the Galapagos, figure on 540 miles to Wreck Bay.

After almost three weeks of spectacular scenery, incredible animal life, and inexpensive meals ashore shared with sailing friends, our biggest fear is that we may have become spoiled. So tomorrow we dust off the sails and head west toward Hiva Oa — and some of the most expensive islands in the world!

— tricia & tim 4/17/00

Rhumb Runner — Pearson 424
Mike & Chris Jordan
Carriacou Race Week
(Walnut Creek)

After a major refit in Ft. Lauderdale, *Rhumb Runner* left for a three-year jaunt around the Eastern Caribbean. In the early '90s we'd done a two-year cruise around the Eastern Pacific and Western Caribbean. A lot of our cruising friends warned us that we wouldn't like the 'new' Eastern Caribbean, as it's more crowded, more expensive, and generally filled with charter boats. While all this is somewhat true, we've been very pleasantly surprised with how much we have enjoyed the 'civilized' Windwards and Leewards.

Our trip down from Florida and through the island chain was along the dreaded 'Thorny Path' — and turned out to be a piece of cake! We especially enjoyed the Dominican Republic. We could have easily spent a whole season there, as everything is reasonably priced and both the island and her people are very beautiful.

The key to our enjoying a pleasant trip down the 'Thorny Path' was religiously sticking to the advice given in Bruce Van Sant's excellent book *Passages South*. We never had a bad sail — and this included crossing the dreaded Mona and Anegeda Passages. Another big help was David Jones' *Caribbean Weather*. Jones is an ex-cruiser who provides excellent weather forecasts. For $100 a year he'll even personalize it with routing and timing information. Cruisers can check into his net on 8104 at 0830.



Spread; The boats line up along the beach prior to the start of Carriacou Race Week. Inset; 'Rasta Vaughn', made famous by Jimmy Buffet.



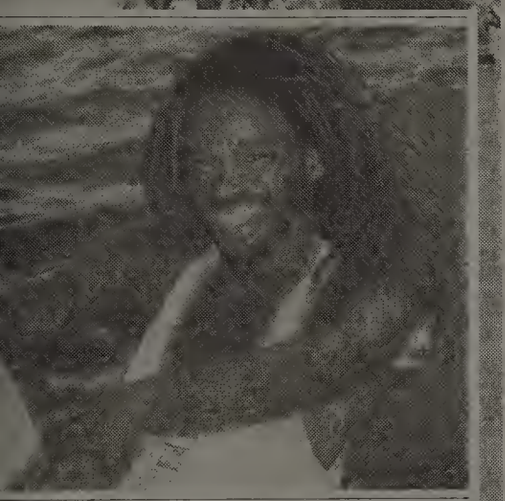
The crews of 'Rhumb Runner' and 'Wind Spirit', seen here, helped 'Windborne' take honors in the 'yacht' division.

RHUMB RUNNER

But the real surprise for us was hearing about Carriacou Race Week and Grenada Carnival. We learned about both of these fun events from John and Melody of *Second Millennium*. The couple have been cruising the Caribbean since '94, and she does an excellent job of hosting the Caribbean Safety and Security Net right before David's Weather Net.

Carriacou is part of the country of Grenada, and hosts a sailing regatta in mid-July. Island boats from all the Windwards participate in this three-day event. Racing classes range from large inter-island cargo sloops to small two-man wooden boats. There was even a 'yacht' division that boasted 17 cruising boats. There are about five races in each divi-





BOTH PHOTOS COURTESY RHUMB RUNNER

sion, and the participants take it seriously because a lot of money changes hands on the beaches. The whole island comes out to cheer the local favorites.

Among the celebs at the Carriacou Regatta was Foxy from BVI's Jost Van Dyke, and 'Rasta Vaughn' — who was made famous in Jimmy Buffet's book *A Pirate Looks at Fifty*. After the races there are awards — and drinking 'till dawn. Over 80 boats participated, and the winner in the 'yacht' division was *Windborne*, a Beneteau 38 from Rockledge, Florida. Their prize was a case of Mt. Gay rum — which was appropriate.

After the regatta is over and hangovers have been nursed, everyone headed down to Grenada for their Carnival. Although it isn't as big as the one in Trinidad, it's a spectacle that shouldn't be missed. There is steel drum competition including bands with 100 members, all night jumps-ups, and a parade on Tuesday that's viewed by nearly the entire island. Elaborate costumes and custom made music — each song is created for only this carnival — make it a kaleidoscope of sound and colors. Grenadians sure know how to party! Over 100 cruising boats participated, including *Zorrana* and *Nepenthe*, a couple of boats from the Bay Area.

After Carnival in Grenada, a lot of cruisers continue south to Trinidad to wait out the hurricane season. But if you keep a watchful eye on the weather, you can also hang out at Carriacou and/or Grenada. They've only been hit by one hurricane in the last century.

— mike & chris jordan 5/25/00

JoJo — 32-ft Fisher
Jonathan & Joell White
Acapulco Town
(Sausalito)

We'd only intended to stay in Acapulco for four days, but ended up staying four weeks. That's not such a big surprise, however, as we were going to hurry through Mexico in just four weeks — but ended up enjoying four months. Now that we find ourselves up a lazy river in western Panama for hurricane season, we'd like to share some insights on Acapulco and other topics.

For us, Acapulco had always conjured up visions of continuous parties, Bogie and his friends dancing the night away, wild revelry and fancy yachts. Some of this does go on — especially during Spring Break, when thousands of the more affluent college kids descend on the beaches. But for the cruising sailor, Acapulco offers many different and exciting possibilities.

We made much better time than we had anticipated, covering the 135 miles from Z-town to A-town, and therefore arrived off the sparkling, jewel-like skyline about 0230. Normally we don't enter new harbors at night — especially without radar, and our boat is one of the few in the fleet without it. But the entrance looked straightforward, there was a good moon, and we had entered a waypoint route that would take us right to the anchorage. So we made it in without any problem.

The small boat anchorage in Acapulco Bay is tucked around to the left among a myriad of mooring buoys and a dozen unlit boats on the hook. After a couple of attempts to set the hook in the soft mud, we turned in and waited to see what the city would look like in daylight. There's no doubt that Acapulco has an exciting skyline, dramatically changed from its heyday in the '50s. In the morning we could see the high-rise tourist hotels in the distance, while the rest of the city seemed to climb up the sides of the surrounding mountains.

Having been anchored between the Acapulco YC and the newer La Marina, we decided that La Marina looked a bit funkier — and therefore more inviting. We squeezed into an open slip — *JoJo* is 13 feet wide and the slip was only 14 feet wide — and then made our way up to the office. There we met Gisele, who would prove to be the most helpful, knowledgeable, and pleasant dockmaster we've encountered in nearly 30 years of cruising to foreign ports. During the next month, Gisele and her staff went out of their way to help us, no matter if it was with shipping, locating parts, suggesting things to do, or taking care of my mother who came to visit. Gisele does this for all the visiting cruisers, so we can heartily recommend the facility.

The berth fees at La Marina are $0.55/foot. There is electricity, but everyone had to share one water hose. *No problema*, as all the tenants had a good attitude. The marina's swimming pool was absolutely fantastic, and so were the drinks that were served around it. Transportation to downtown Acapulco was easy on any one of the many 'disco buses', which race around



COURTESY JOJO

Jonathan and Joell enjoy a tequila concoction during a visit to Cuernevaca, Mexico. Mmmmm, delicious.

the city while blasting music and flashing lights. The buses cost three *pesos* — about 30 cents — to ride as far as you'd like. The luxury air-conditioned buses, the choice of most yachties, cost four *pesos*. But we thought it was more fun to ride with the locals in the cheaper buses. One night, after Joell, Mum and I had enjoyed dinner in town, we took the king of disco buses back to the marina. Joell called out "*buenos noches*" to the driver as she stepped off the back of the bus. Everyone on the bus turned around to her, smiled, and returned her salutation!

Acapulco's Central Mercado area, which is off the main tourist track near the Zocalo (center), offers just about anything the cruiser could need in the way of provisions and supplies — other than boat parts and stainless fittings, of course. The latter are only available at the yacht club marine store at very high prices.

While at La Marina, we had the good fortune to meet Edmundo, whose son-in-law had just put a 30-foot boat into the marina. A retired 81-year-old professor from an old Mexican family, Edmundo was determined to show us an Acapulco that few get to see. One of the best things he introduced us to was the Galeria Costa Club, which is run by Marcelo Adano at 123 Costera M. Aleman. This is a cultural museum dedicated to showing people how the Acapulco region of the Pacific Coast has been developed over the last 500 years. Adano also builds the most amazingly detailed model sailing ships that I have ever seen. If you're ever in Acapulco, don't miss his place.

Edmundo also took us to hear his friend Jaime Colin play the guitar outside at the Hyatt Hotel. I've heard Segovia play — and I think he could have learned a couple of things from Jaime!

Other attractions in Acapulco include the wonderful Papagallo Park along the waterfront. The park has a boating lake, children's playground, fun fair, and a huge aviary with lots of exotic birds and monkeys. With its unique ambiance, it's easy to visualize lovers strolling through it for the past few decades.

Later we joined Edmundo for a visit to his home town of Cuernavaca, which was about four hours away in the mountains. It's a magical place. One of Edmundo's 14 children has a horse ranch outside of Mexico City, so after missing our horse for two years, Joell got to ride again. It was more magic! Later, while having dinner with our hosts in a small town near Mexico City, we were served *eskimoles*, the Mexican equivalent to caviar. It sounds as though they might be little *eskimoles*, but they're really ant eggs. After a copious amount of tequila, we got up the courage to sample them — and they were delicious. After all that tequila, anything would have tasted fine.

Back at the marina in Acapulco, we hired a small, wiry man — who spent all of his free time exercising — to clean our bottom. He did a superb job. Later we learned that he is 82 years old! The main reason we stayed in Acapulco so long was so that I could install a new autopilot. As we finally departed, we saw a magnificent looking sight — a big square rigger about a half mile away with her crew furling her sails. After a quick look in the binoculars, I quickly recognized her as the *Californian*. We raised her on the VHF and were told that she was heading for the Panama Canal and a summer on the East Coast.

After a long, windless trip, we're now in Panama. We'd also intended to go through the Canal, but went up the river to put into Pedregal instead. We've already fallen in love with Panama and her people, and have therefore decided to stay for hurricane season. We're even thinking of doing charters in the San Blas Islands next winter.

We have a few pointers for folks planning to cruise south this fall:

— Bring earplugs. Anywhere in Mexico where there is a waterfront hotel, you'll be inundated by jet-skis being operated by tourists who don't have a clue how to operate them. In fact, Joell is now working on an AJSD — Anti Jet Ski Device — that resembles a catapult capable of hurling rotten tomatoes.

— Take the time and make the effort to learn basic Spanish. It will show respect for your host country, and will make your visit easier and more enjoyable. We've been amazed at the number of Americans who come down here without having tried to learn even a few words of Spanish.

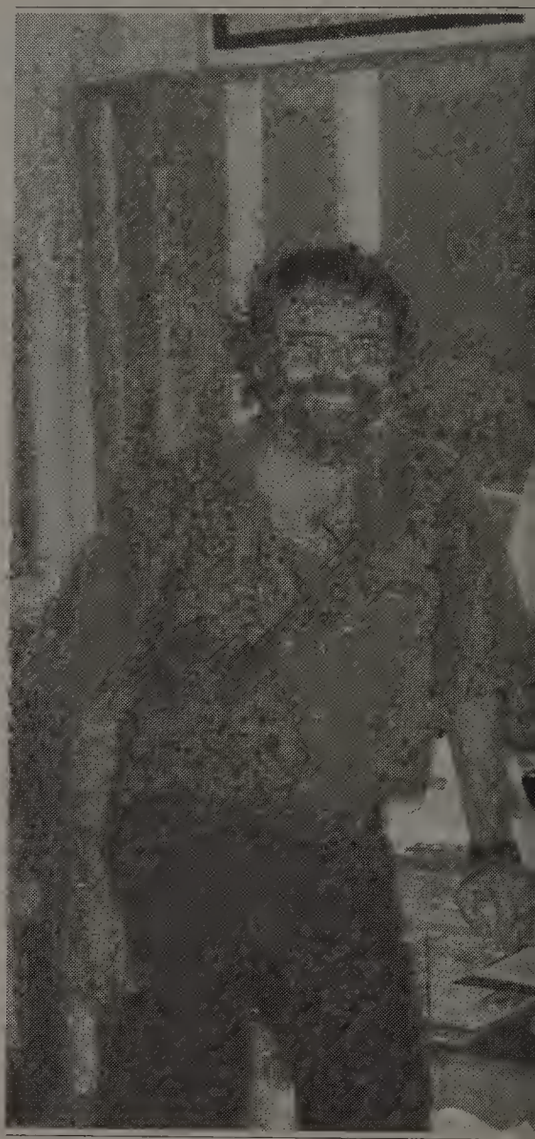
— Don't treat Mexico or Central America as an 'American Disneyland'. These are real countries with different cultures and ways of doing things. Respect them.

— We were never asked for the Mexican fishing licenses we'd spent $183 to get, so we wouldn't bother getting them next time. But we're not going to be responsible if you get caught without them.

— Every small town has at least one Internet cafe. They range in price from



The night fishing is good off southern Mexico, as Jonathan shows off an albacore that mangled his lure.





COURTESY JOJO

Marcelo Adano, left, shows Jonathan White one of the marvelous ship models at the Galeria Costa Club in Acapulco.

$10/hour at Cabo San Lucas — what a rip-off! — to just $1/hour here in David, Panama.

— We sailed right by Costa Rica. After talking to our friends who did stop, we apparently didn't miss much. The anchorages were said to be few and far between, and there have been some problems at Puntarenas.

— If it's isolated tropical paradises that you're looking for, mainland Panama and her nearby islands have what you want.

— jonathan & joell 6/7/2000

Readers — Two comments. Costa Rica is, in our opinion, often overrated. Nonetheless, we think it would be a major mistake to sail right by. We also think cruisers who carry fishing gear in Mexico have a responsibility to purchase the appropriate fishing licenses.

Dharma — Westsail 43
Don & Sally Don Branch
Problems In Mid-Pacific
(N/A)

We're currently at 5°18'N, 129°34'W — and among the stragglers on this year's Mexico to Marquesas run. The reason we're this late is because of a number of unforeseen problems — something most cruisers will understand. And now we've got even more problems — but I'll get to them in a minute.

If all goes well, the sail from Mexico to the Marquesas should be a long reach on starboard to the equator, followed by a long reach on port to the Marquesas. But so far it's been a nasty trip for us because there haven't been any northeast trades. On the contrary, we've had days of northerlies, westerlies and even southwesterlies — the latter meaning winds right on the nose! Furthermore, we've had big swells, confused seas, and lots of squalls — particularly during the last couple of days. And today was the first time we've seen the sun in what seems like ages!

On the 13th day, things went from bad to much worse. First, the wind died completely, leaving us to wallow in 10-foot seas. Then, after we dropped the headsails, the starboard forward chainplate broke. The chainplate! While attempting to remove the bolts so we could tie the turnbuckles in place, we were hit by fluky 25-knot winds while still wallowing in the big seas. While battling to stay on the right side of squalls in order to keep the rig up, the emergency rudder broke off our windvane — and disappeared! To top off our troubles, our three-year-old full-batten Kern mainsail ripped all the way along the first line of reef points.

It's been a very frightening and humbling experience. We'll document it with text and photos after making landfall. In the meantime, do you know of any place to get sails repaired in the Marquesas or Tahiti? Can you give us any other advice? We think we can get a chainplate from Bud Taplin of the old Westsail company. And the autopilot is still working, so we can deal with the windvane later on.

Today's forecast calls for the Northeast trades to reform at 135°W — which is quite a ways in front of us. It didn't help that our chainplate repair required us to head backwards through the ITCZ for the better part of a day. But now we're motoring through doldrums. It's amazing, as now there is no wind whatsoever and the skies are blue.

It's nice to know we're not alone out here. The singlehanders aboard *Vigilance* and *Ghilbe* are a couple of days ahead of us — although the former has lost the use of his engine. Tim and Adrienne on *Kiwi Meleya*, another Westsail, are two days behind us.

Anyway, thanks for any assistance that you might be able to offer. My husband Don gets the hero award for perseverance and innovation in boat repair. And thank heavens for SailMail!

— don & sally

Readers — We advised the Branch's that they might be able to get some kind of mainsail repair done by a member of the cruising fleet in the Marquesas, but that

Once you leave Mexico, the nearest professional sail repair is in Tahiti or at Raiatea Carenage. This is the sail loft in Raiatea.



LATITUDE/RICHARD

formal sail repair and boatyard facilities wouldn't be available until Papeete or Raiatea.

Halcyon — Peterson 44
Mabelle Lernoud, Crew
Loreto Fest
(Gig Harbor, Washington)

They say an image is worth a thousand words, so I've enclosed the accompanying photos of May's Loreto Fest in Puerto Escondido, Baja. It was a four day blast — a great time with great people from about 60 boats. Great food and music, too! The Sea is full of life!

I crewed on Mel Olsen's Peterson 44 *Halcyon.*

— mabelle 6/10/00

Solmates — Lagoon 55 Cat
Roy C. Foster & Chris Rodriguez
Now in Sydney, Australia
(Oakland, CA)

After a squally, seven-day, 1,200-mile close reach from Noumea, New Caledonia, *Solmates*, her crew and her two dogs arrived in Sydney, Port Jackson, Australia on December 2 of last year. We enjoyed a mid-passage overnight stop at Middleton Reef, which offers reasonably secure holding in sandy patches with fair protection from waves from all directions but the west. But it's a relatively spooky, quasi-lagoon, as there is no land at high water and the perimeter of the reef is highlighted by the rusting hulls of six large ships — a silent testimony to negligent navigation or inattentive watches. It's eerie.

In last September's *Latitude*, we promised updates on our continuing experiences with canine crew. At that time Australia and New Zealand were not even remotely on our itinerary, but significant civil, military and/or religious unrest in the Solomon Islands and Indonesia rapidly inspired us to visit Oz to wait out the Southern Hemisphere's December to April cyclone season.

Recent changes in Australian quarantine laws — primarily the one-month rather than six-month quarantine period — have made Australia a vastly more attractive destination for cruisers with pets. Reports from fellow cruisers in New Zealand suggest that a similar relaxation of quarantine laws have not yet been instituted. On the other hand, we hear that mother England has eased her ancient and restrictive quarantine laws.

Cruisers headed for Australia with cats or dogs have two options. The first is to anchor "mid water", keeping pets aboard at all times — which is often interpreted as meaning belowdecks — and to pay Australian Quarantine and Inspections Services (AQIS) approximately $100 U.S. per month to physically visit the vessel and confirm that the pet is still aboard and in good health. Inspections can be weekly or monthly, it varies with each official. Actually, we're not sure if it's $100 per pet or per boat. The second option is to apply for formal importation of the pet, which involves a minimum quarantine of four weeks — it used to be six months — provided the pet has no diseases, has microchip subcutaneous identification, is current on inoculations for rabies, Leptospirosis, and so forth (e.g. DHLPP shots for dogs). For further information check http://www.aqis.gov.au or telephone +61 (02)9625-4566; fax +61 (02)9832-1532.

Solmates selected the second option for several reasons: Our plan was to stay here at least six months, we wished to take the dogs ashore for exercise, we planned to have our dogs accompany us on extended car trips away from the boat, and most importantly, we wished not to risk problems with authorities should one of the dogs escape. One dog did escape, but was found two days later.



Photos from a Loreto Fest. Spread; the dinghies at Puerto Escondido. Insets; Skipper Mel Olsen and crew Mabelle Lernoud.

The total cost for our two dogs was approximately $2,000 U.S. — which included AQIS picking up both dogs (and delivering them to our boat post quarantine) at our initial check-in with Australian Customs and Immigration at Neutral Bay, Sydney, all application fees, kenneling or boarding cost, veterinary examinations, and the mandatory battery of blood tests. The AQIS quarantine facility which serves the entire eastern seaboard of Australia is located about 30 miles west of Sydney at Eastern Creek. Owners are only allowed to visit the facility on Tuesday afternoons. It should be understood that if a cruiser elects to import a pet on entry into Australia at any other city — such as the cruiser-popular Brisbane or Bundaberg — there will be additional charges for mandatory air transport to the AQIS quarantine facility at Eastern Creek. Figure on several hundred dollars each



MABELLE LERNOUD

way per pet.

Sydney should not be missed! It is less than 200 miles additional distance from Noumea, and presents the opportunity to stop over at Middleton or Elizabeth Reefs — or even the paradisiacal Lord Howe Island. Every marine service is available in Sydney — although often in widely scattered locations — but at competitive prices to the USA. Marina prices can be dear, especially in the immediate downtown facilities. Prices are also dear during the Telstra Cup and Sydney/Hobart races in December. By moving away from the central business district one can find very reasonable marina opportunities as well as excellent rail, bus, taxi services.

Solmates is currently on a mooring at the Cammeray Marina, a mere 10-minute drive north of Sydney. The cost is less than $200/month, and it's adjacent to a tranquil and picturesque national park. The marina is focused on the cruising sailor and is a family run business operating straight from the heart. For more information contact Fran and Bunny Rabbitts, who are the proprietors, at cammar@cia.com.au.

Solmates will then sail north to Brisbane where friends from San Francisco will join us as we explore the 1,200 miles of the Great Barrier Reef and Whitsunday Islands. Our plans are to continue around Cape York to Darwin, and then take our chances with Indonesia, Singapore, Malaysia and Thailand — before taking another break.

Civil unrest appears to be continuing in Indonesia. At this writing the hot spots are Aceh, Papua (formerly Irian Jaya), Maluku, Timor/East Timor, and infrequently, Lombok. Also, we understand this year's Darwin/Ambon race was canceled due to civil strife in Ambon. See http://travel.state.gov for updates. For those interested in cruising Indonesia and are perplexed as to how to obtain their fabled and required cruising permit, officially termed a CAIT permit, check the website http://www.balimarina.com or email Bali Marina direct at bbsyacht@idol.net.id. *Solmates* spent approximately US $150 for the permit, which was emailed to us within six weeks of application.

I could go on for hours on the pros and cons of our Lagoon 55, but Latitude did a reasonable job on the same topic in a recent issue. We have had several bouts with winds of 50 knots or more, and our cat was flawless — and reasonably comfortable. The only one who wasn't comfortable was a seasick prone crew who visited the wash basin so frequently that she took the first plane out upon reaching Niue!

When it comes to having dogs aboard, the level platform of a cat is the best way to go. In 1992 we sailed the Caribbean aboard my 70-foot Horizon sloop — but the dogs were never really happy. They always had their nails to the teak when we were heeled — which was all the time.

We are currently in Coff's Harbour, which is really a fine place. Our next stop is Southport. As our saga continues, so will our updates. And, with two large dogs aboard, rest assured there will be adventures! Cheers!

— roy & chris 6/10/2000

'Solmates' is currently on a mooring at Cammeray Marina, a pleasant spot with low rates just 10 minutes from Sydney.



CAMMERAY MARINA

Michelanne — N/A
Mike & Anne Kelty
Early Summer In The Sea
(Northern California)

When we left Mazatlan at the end of April to cross over to La Paz to start our summer in the Sea of Cortez, we encountered just enough wind out of the southeast to get in about 12 hours of sailing. But other than that, it was a putt-putt. Those who crossed the Sea later spoke of light and variable winds with a southerly component. Summer in the Sea of Cortez is marked by winds out of the south — as opposed to the northerly winds which predominate the rest of the year.

Toward the end of May, things got a little friskier, as brisk southeasterlies created five-foot seas for cruisers crossing the Sea of Cortez from Baja to San Carlos on the mainland. It also gave folks sailing from Loreto to Bahia Concepcion a real ride. While the wind varies in intensity, it's mostly been out of the south. In addition, the *coromuels* — the winds that blow out of La Paz and toward the islands at night — have been common since May.

The air temperature has warmed up to the high 90s, while the water temperatures vary depending on where you are. It's been averaging 68 to 73 degrees out in the channels, and about 71 to 73 in the anchorages. The exceptions have been Bahia Concepcion and the little peninsula

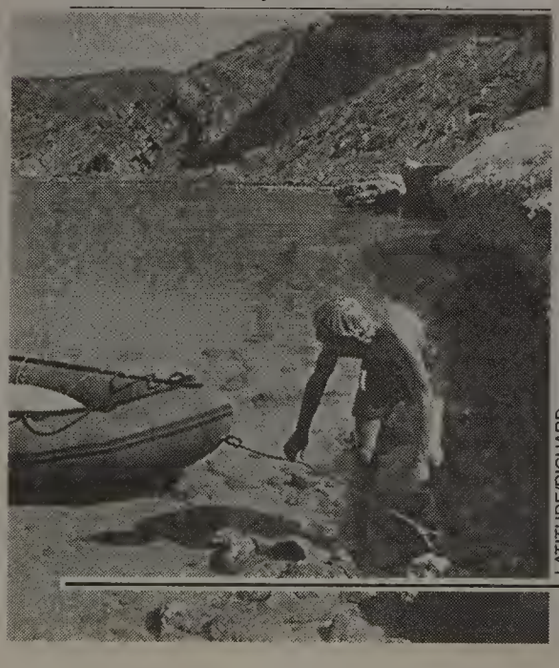
to the east of it, where the water has been in the low 80s. But as soon as we passed Punta Chivato heading north out of Bahia Concepcion, the water temps fell back down to 71 to 73 degrees all the way up to Santa Rosalia.

If you can stand the coolish water and/or have a wetsuit and want to go after fish with a speargun, we've found that you have to get pretty far away from the popular anchorages to find anything of size. We did, however, see a few good sized fish at Isla Danzante, and other cruisers told us of taking some nice sized fish there and near the southwestern anchorage of San Juanico. But most Baja vets say the fish population has declined. So far the water is green and murky, so that might have something to do with it. The biggest surprise is that we haven't seen one triggerfish yet.

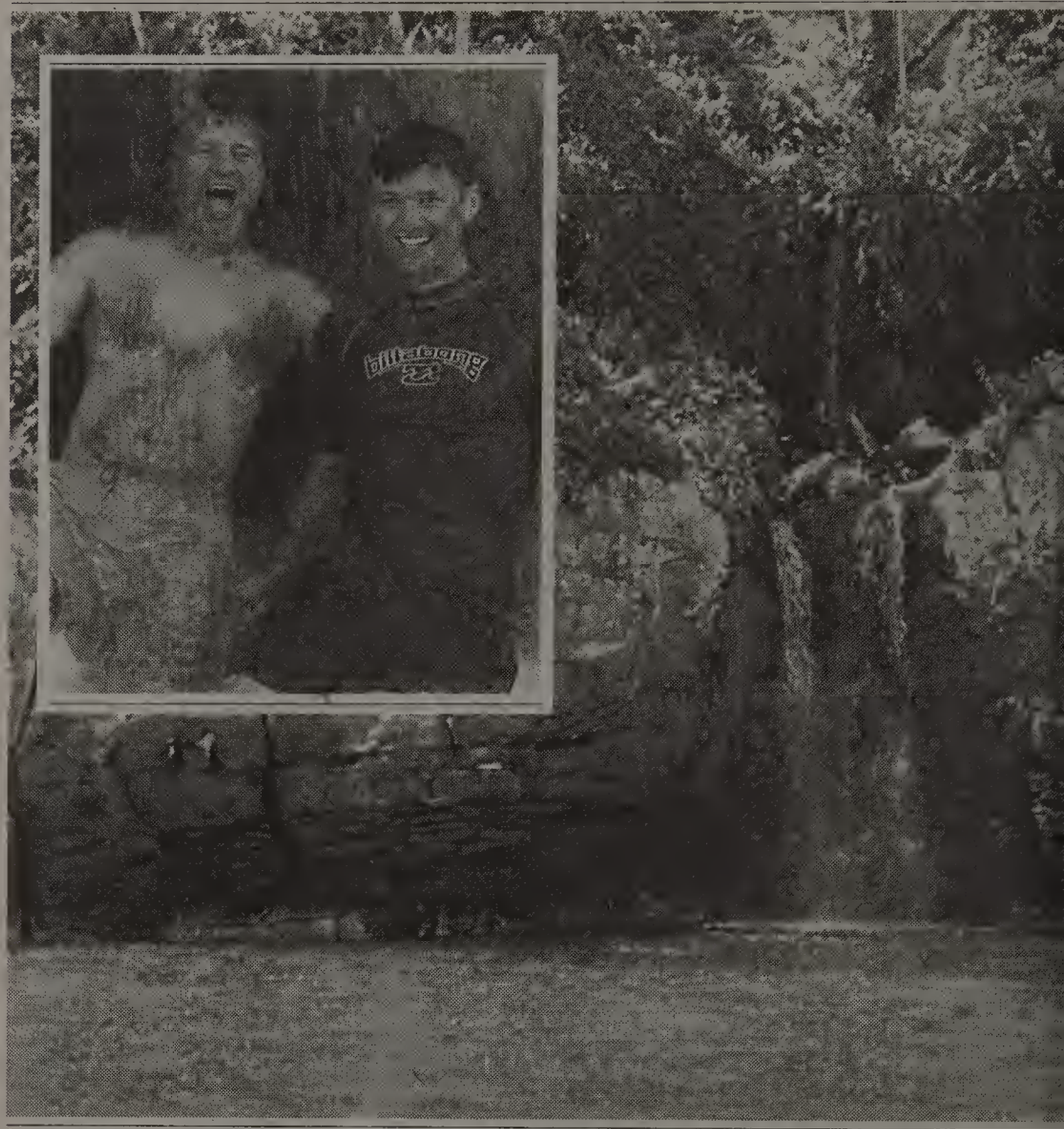
The last fish we caught dragging a line was a medium-sized sierra as we were coming out of the channel at La Paz. Others have caught yellow fin on a blue and white squid lure. But most cruisers say they've dragged lines for over 1,000 miles — and still haven't caught anything.

We saw some 'chocolate' clams along with a few pen shells near one of the islands in Bahia Concepcion. We saw more of the little butter clams, but they don't taste as good. Sadly, we've yet to see any of the free-swimming scallops like we did when we were here 12 years ago. Out in the channel across from Santo Domingo at the head of Bahia Concepcion, we did see 30 *pangas* with hooka rigs taking clams from 60 feet and deeper. The next day there were 50 *pangas*. When we were at Santispac, several *pangas* arrived loaded down with clams. The clams were then shoveled into boxes provided by the buyers.

Just plain messin' around in boats is fun, but it's really special when you do it in the unique solitude and beauty of the Sea of Cortez.



LATITUDE/RICHARD



Cocos Island, Costa Rica. One of the many waterfalls, two of the 'Mahina Tiare' crew, and 'Mahina Tiare' on the hook.

Cruisers don't talk about catching lobster — which is, of course, illegal. But then nobody speaks of having seen very many, either. The ones we've seen have been very small. The large calamari are schooling, however, and folks have caught them with jigs. But the squid really know how to squirt, so you have to wear a bathing suit when catching them!

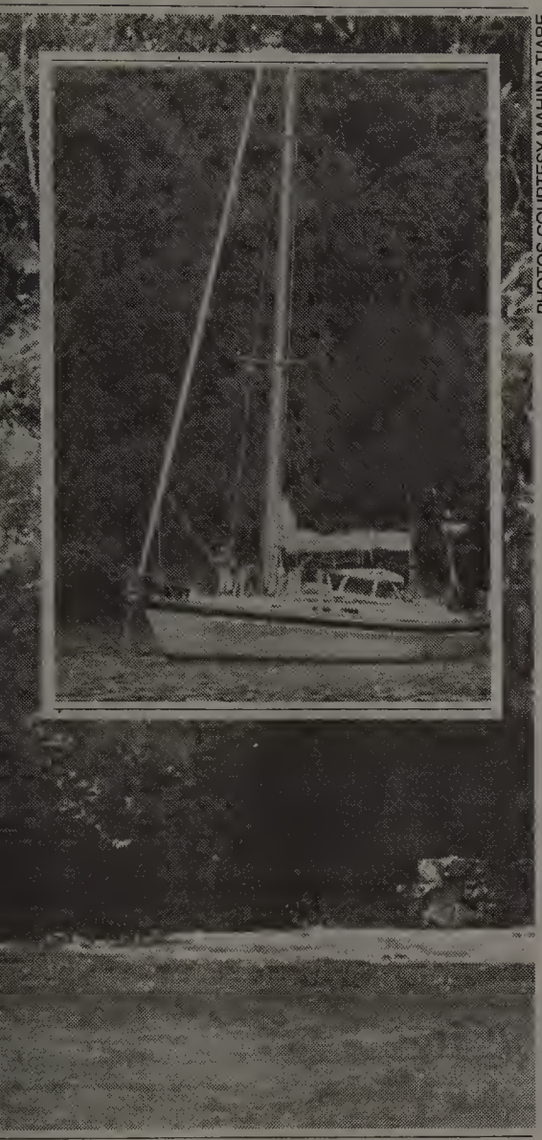
While there are lots of cruisers around, most of them tell us they're going home for the summer. A few are doing the 'Baja Bash' up the outside, but it's not been easy, especially north of Mag Bay. The majority of cruisers seem to have chosen to go up the inside of Baja to Punta Chivato or even as far as Santa Rosalia, and then cross over to San Carlos. Most are just putting their boats in dry storage and going home or taking their RVs land cruising. A surprising number are having their boats trucked to Tucson, where they are transferred to other trucks for points north and west.

So far we've only met a few who, like us, will be spending the summer in the northern Sea of Cortez, where we hope to find good hurricane holes as necessary. One Canadian woman admitted that she had a hard time not giving in to the herd instinct and going over to San Carlos and leaving the boat for the summer. But it's fine with us that those of us staying for the summer are only a small group. That just means there will be more room in the anchorages and, we hope, more fish.

— mike & anne 6/7/2000

Cruise Notes:

Dennis and Sonja Russell of the Portland-based Kelly-Peterson 44 **Golondria** have been keeping tabs on the increasing number of disturbing incidents of violence against cruisers in the Western Caribbean. The couple — who left Seattle in July of '97, got married in '98, and are now in Guatemala's Rio Dulce — last month reported that the three French singlehanders aboard the vessels **Le Thopaga**, **Le Moussaillon**, and **Bruitade Nabrassion** have all been missing under suspicious circumstances for more than six months. Unfortunately, they have more bad news to report:



PHOTOS COURTESY MAHINA TIARE

"The Honduran military, operating from the chartered private fishing vessel **Silver Seas**, supposedly keeps tabs on commercial fishing in that area of the Caribbean. But then they attempted to board Tony Chapman's **Way Out** near the Vivarillo Cays. Chapman is a singlehander friend of ours from Texas whose engine had quit at San Andreas Island, and he was trying to sail home when they tried to stop him. When he refused, they fired automatic weapons at his boat. After boarding his boat, they demanded money, which he didn't have. So they took his supplies. Tony was able to get off a 'Mayday' over the VHF, which was relayed to the U.S. Coast Guard. The Hondurans originally denied the occurrence, then acknowledged "a small shooting incident." After several days of silence, Tony, who had managed to get away, arrived in Fort Myers, Florida, where he was greeted by a full contingent of U.S. *federales* and the media.

"In another unpleasant incident, **a Swiss couple cruising Venezuela** was tied up, robbed, and had holes shot in their boat beneath the waterline. The couple managed to get free and beach their boat before they drowned. The Venezuelan government is assisting in an investigation. But the Rio Dulce is great, and we're enjoying ourselves to no end," the Russells concluded.

Unfortunately, we got a subsequent email from them: "Cruiser Steve Gartman was found dead aboard his boat **Sea Lion** at Mango Marina in Guatemala's Rio Dulce. He'd been shot five times, and it had been several days before his body was discovered. We don't know his nationality or any other details, but the Guatemalan authorities are said to be investigating. This incident took place just several weeks after a shooting occurred on a water-taxi between Livingston, at the mouth of the Rio Dulce, and Belize, when crewmembers suddenly pulled out automatic rifles and began shooting the passengers and the skipper. Those who weren't immediately killed either jumped overboard or were thrown overboard. The gunmen then left. Those who survived spent 17 hours in the fortunately warm water before being rescued by a passing fisherman. These incidents are starting to put a real damper on our enthusiasm for the Rio Dulce," say the couple.

While on the subject of **violence against cruisers**, England's *Yachting World* magazine is to be commended for their July 2000 issue story on piracy off Aden and in the southern Red Sea. When the subject is piracy, there are normally lots of unsubstantiated rumors and few facts. Not so with *Danger Zone*, which features numerous first-person accounts, photos of those involved or being held at gunpoint, and a list of the eight yachts that were victimized between April of '99 and March of 2000. *Yachting World* can be reached at www.yachting-world.com.

The Eastern Pacific hurricane season started prematurely when hurricane **Aletta** produced 90 knots of wind in May — before the June 1 start of the 'season'. Tropical storms **Bud** and **Carlotta** followed in June. *Bud* fizzled after 50 knots, but as we go to press *Carlotta* is blowing 100 knots but headed northwest away from shore. For details of these and all the rest of the tropical storms and hurricanes in Mexico and the Atlantic-Caribbean, visit our new **'lectronic Latitude** via www.latitude38.com. By checking the index, you'll be able to get complete information — and a chart — on each tropical storm and hurricane of the season. By looking through the index, you'll also be able to find a link to NOAA's hurricane forecast for the rest of the year.

'You shall be known by the questions you ask,' said some wise person. **Fonatur**, which develops large tourist projects in Mexico, recently passed out a survey full of questions to cruisers. Based on the questions they asked, it seems as though they are thinking about creating more facilities for visiting mariners. For example, they ask if the survey respondents would like it if they built a number of small marinas and/or shelters up and down the mainland and Baja coasts. They also asked if other new marinas should be built, and how much mariners would be willing to pay for berthing. Since the survey is far too long to be published in the magazine, you'll have to check it out in the June 15 issue of *'lectronic Latitude*.

"I'd like to see more information on taking the 'clipper ship' offshore route from Mexico back to California, writes Mark Daniels of the Sausalito-based Jeanneau 27 **Fantasia**. "A guy from Seattle wrote an interesting letter about it in the April *Changes*, so I'm seriously considering this route as opposed to the Baja Bash when I return next year. After all, I prefer being way out there — and don't mind the extra time if the wind is abaft of the beam. Hope to see you this winter in



CARLOS DAVIS

'It was here, at Mango Marina in the Rio Dulce, that Steve Gartman was found dead, having been shot five times on his boat.

Mexico — and for sure at the Banderas Bay Regatta."

Check out our feature story on the clipper route elsewhere in this issue. In addition, Jim Barden of the Morgan 28 **Ann Marie** reported that hurricane *Aletta* formed just about the time he and others were starting the clipper route, so he bailed to La Paz. "It was a little late for the clipper route this year, so I'm going to spend another year in the Sea. The two boats that were travelling with me, **Margarita** with Bob, and **Fredaleave** with Guy and Toni, also gave up and were heading up the inside. **Aurora** and **Pandora** are further ahead and safely out of *Aletta's* path."

During the last year or so, we've been claiming that using the **Panama Canal** to transport small boats from the Pacific to the Caribbean and vice versa is a waste of natural resources — specifically, lots of fresh water. It turns out that we didn't know what we were talking about. Although it would seem to be common sense that it would take much more water to lock-through a small boat than a Panamax vessel that nearly filled the chamber, it's not the case. Craig Owings, Commodore of Panama's Pedro Miguel Boat Club, and who joined us for a recent sail on the Bay, explained that it's a common misconception — even among scientific types — as it takes exactly the same amount of water no matter how small or large the boat.



The once wild Balboa YC, with the Bridge of the Americas in the background, is rumored to be rebuilt, but there still hasn't been any action.

Meanwhile, Pete Swain stopped by what was left of the burned down **Balboa YC** in Panama and took the accompanying photograph. Rumors are flying right

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and left that the club will be rebuilt, but as yet there has been no final word. Owings reports that the Pedro Miguel and **Panama Canal YC** locations are both safe for the time-being, and that there's plenty of room for short and long term storage at the former.

"We picked up a May *Latitude* at the West Marine store in Annapolis," write David Foulds and Amy Ensign of the San Francisco-based Ranger 33 **Red Baron**. "We think the cruisers' email web list sounds like a great idea, so please include us. We left San Francisco in '96 and have taken our time cruising around to the East Coast. We're currently in the Chesapeake and heading up to Maine for the summer. Thanks for a great magazine. Email us at: redbaron33@usa.net."

See, you don't have to have a big and expensive boat to enjoy cruising.

"After completing last year's Baja Ha-Ha," reports Howard Klein of the Vallejo-based Lagoon 410 **Coconut Express**, "Pam and I sailed down the Mexican coast to Barra de Navidad. At that point, my old employer contacted me via SailMail about managing a construction project in Puerto Rico. The offer was too good to pass up, so we put our cruise on hold and returned to San Francisco to set up the project. Our friend Jerry Peters, who crewed for us on the Ha-Ha, agreed to take *Coconut Express* through the Panama Canal to Puerto Rico. As of two weeks ago, we're back living aboard our cat in Palmas del Mar Marina. Jerry did a great job on a tough passage. We'll be here for two years, at which time we'll be resuming our cruise with a much bigger kitty. The best news of all is that West Marine has opened a store in Puerto Rico just like the ones back home. Friends can reach us at: coconutexpress@yahoo.com.



LATITUDE/ANDY

'Coconut Express' was going to cruise Mexico — until owner Howard Klein was called back to work with kitty-filling offer he couldn't refuse.

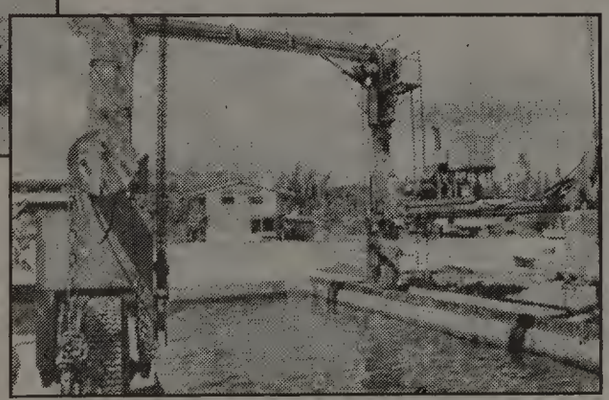
In less good news, Russ and Sandy Elsner of the Huntington Beach-based Lagoon 410 **Coastbuster** report that their 12-year dream of cruising has gotten off to a rocky start because of electrical problems. Their letter is too long to print, but they feel they've been left to fall between the cracks of Heart Inverters, the builder, and B&G instruments — with a result that they've had to spend a small fortune on replacing parts and shipping, taxis and phone calls, and have wasted countless weeks of cruising in the process. "Bottom line," they write, "is if you own a Lagoon

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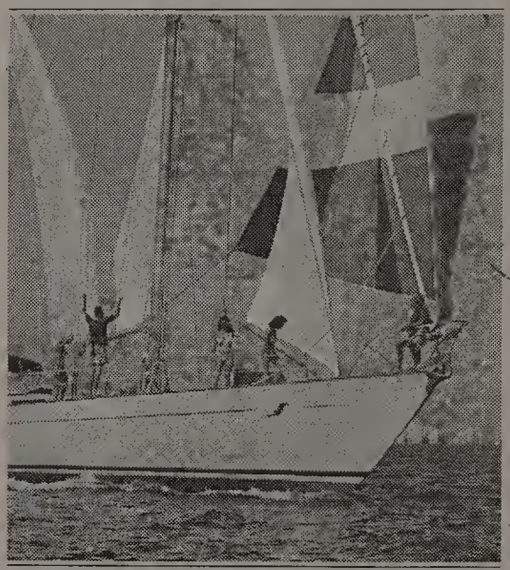
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with factory-installed instruments, look for in-line fuses. If they're not there, install them. The good news is that after a seven-week delay, Sandy and I have continued our cruising adventure — albeit with an eye on the voltmeter. We made it as far down as Manzanillo, and more recently have been working our way north toward the Sea of Cortez with many new wonderful friends."

The **Atlantic Rally for Cruisers**, or ARC, the granddaddy of all cruising rallies, appears to be as healthy as ever. Even though the event — which takes the fleet 2,700 miles from the Canary Islands to St. Lucia in the Eastern Caribbean — doesn't start until November 19, over 200 boats have already signed up. Last year's fleet of 235 boats will almost certainly be topped. Boats have to be between 25 and 60 feet. Most complete the course in 12 to 24 days. We did the ARC in 1995 with **Big O** and really enjoyed it. For details see: www.worldcruising.com.

Using the handy 'Changes Log In' form at our *latitude38.com* webpage, Allen and Kate Barry of the Sausalito-based DownEast 38 **Mendocino Queen** report



LATITUDE/RICHARD

"Big O' back in '95 when she sailed across the Atlantic as part of the ARC, the granddaddy of all cruising rallies.

they are in Langkawi, Malaysia. "We left Sausalito in the fall 1993 for Mexico. In '94, we sailed to Hawaii, Palmyra, Fanning, Samoa, Tonga, and New Zealand. Since 1995, we've been to Fiji, Vanuatu, Australia, Papua New Guinea, the Solomons, Micronesia, Guam — where we worked for two years — Palau, the Philippines, Hong Kong, Malaysia, Singapore, Thailand, and Malaysia. We plan on staying in the Malaysia/Thailand area for another year or so, doing land trips and scuba diving. We still find *Latitudes* around from time to time and also check you out on the Internet. Anyone know where we can get in touch with Tim and Trish McNulty in the Caribbean? Friends and others may contact us at mendocinoq@yahoo.com."

"We're back in the U.S. until early July," Jim and Ann Cate of the San Francisco-based Standfast 36 **Insatiable** report via the same form on the *Latitude* webpage. "Our boat is currently in Manly Harbour, Brisbane, Oz. Our winter cruising plans — it's winter in the southern hemisphere now — include Northern Vanuatu to New Caledonia for Pacific Arts Festival, then returning to either New Zealand or Oz for cyclone season. We're unhappy that political situations are preventing us from going to some of the

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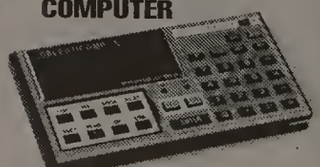
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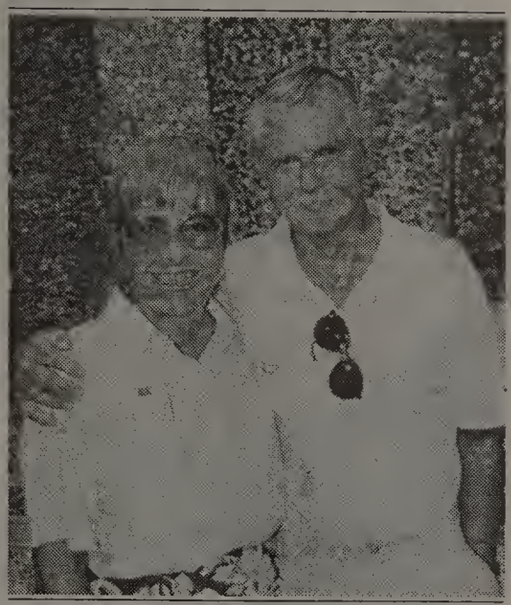
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places we wanted to visit, such as the Solomon Islands and Indonesia. Actually, we suspect the western provinces of the Solomons are probably still fine, as it's really just a tribal matter in the other part of the country. It's different in Indonesia, where religious and cultural differences can flare up anywhere at any time, and there is no short term resolution in sight."

The Cates, who were the subject of a *Latitude 38* interview several years back — have been cruising for 13 of the last 14 years and still enjoy it. The only part they don't like is that they're no longer in their late 40s and therefore aren't as spry as when they started. The **price of cruising** hasn't changed too much, they say, although it always depends on where you are. "Australia has been inexpensive recently, and it's almost impossible to spend money in Third World countries." The Cates figure on about $13,000 a year for everything except airfares back to the States. Of course, there are occasional big financial hits. After five days of very strong winds near Lord Howe Island, and after



LATITUDE/RICHARD

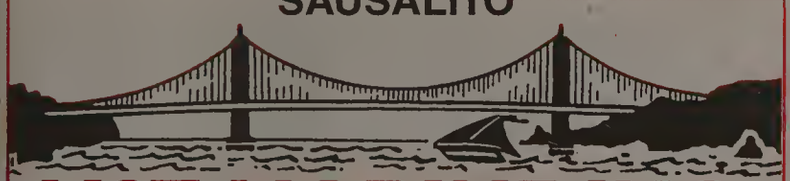
Thanks to their cruising lifestyle, the Cates have been living well on about $1,000/month for the last 14 years. Is the rat race really worth it?

the rudder of their vane "snapped like a carrot", they decided to heave to. A short time later, their mast — along with all their instruments, three sails, five winches, and other gear — went over the side. As best they can figure, the problem was caused by a faulty cotter pin. Since they were self-insured, they did a lot of the leg work and other stuff to replace all their gear. The total came to $25,000 U.S. — which we suspect is half of what it would have cost with an insurance job. Old friends of the Cates can reach them at: n9gft@akl.win-net.org.

"We think it's a great idea to publish a list of cruisers' email addresses, as we'd love to get in touch with some long lost friends," write Conrad and Cheryl Ramalho of the Ventura-based Ericson Independence 31 **Fiesty Lady**. "We're currently in Fiji — hoping the coup doesn't get too nasty! But folks can email us at: CRamalho@hotmail.com."

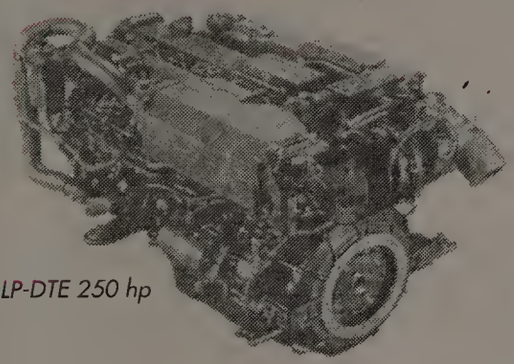
Bob Rowland, a Bay Area cruiser who took off cruising in the late '80s, stopped by our office in early June. Rowland purchased the Golden Gate 30 **Kiana** in Sausalito in 1982, and took the boat to Virginia in '85 when his job with the U.S. Geological Survey took him to the East Coast. When he became eligible for retirement in '88, he went for it, as he noticed too many friends dying of cancer. For the

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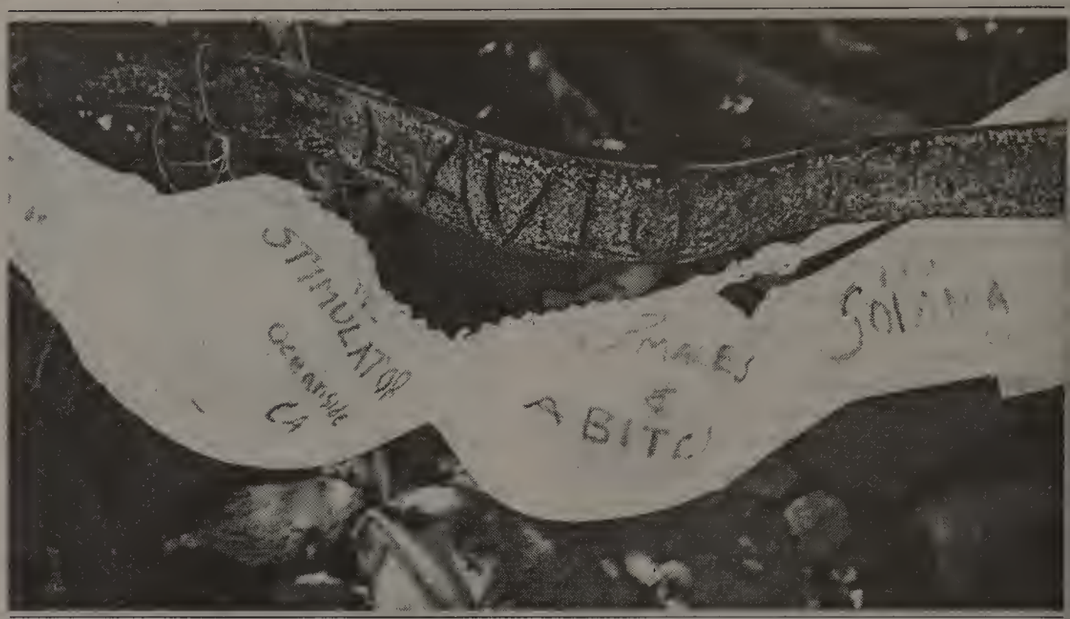
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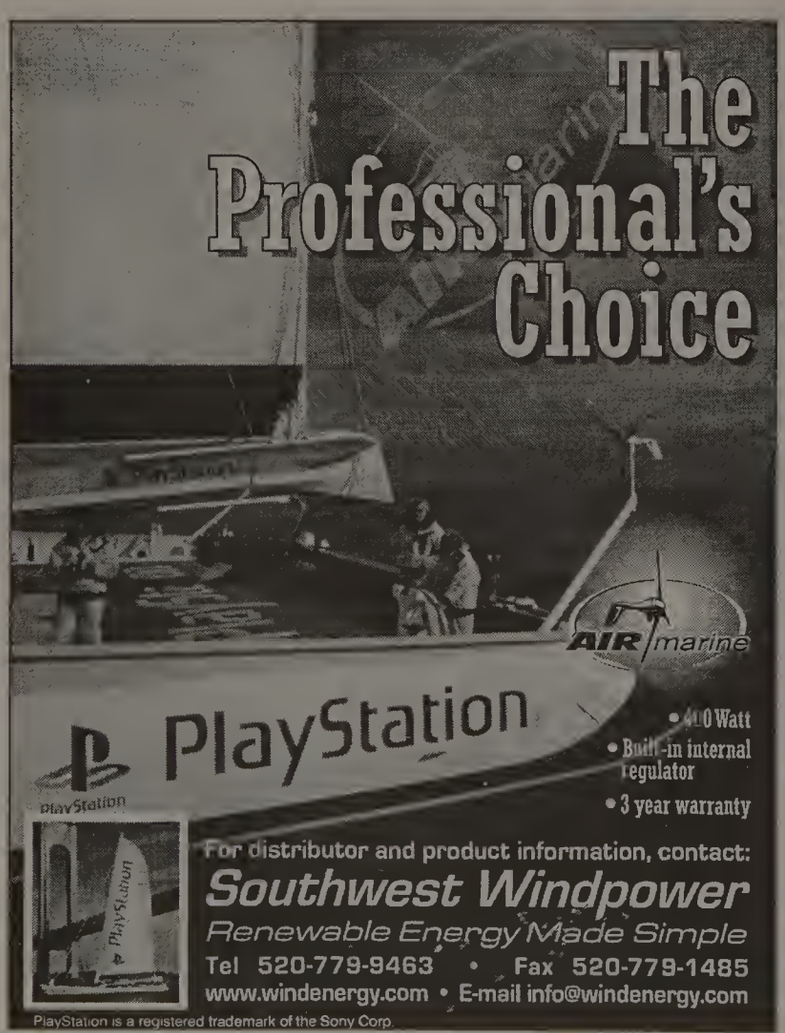


After Loreto Fest, Mabelle Lernoud sailed up to San Juanico and visited the 'cruiser shrine'. Among the more unusual mementoes left behind was a bra inscribed as follows: "The 'Stimulator', Oceanside, CA, 2 females & a bitch."

next 4.5 years, he sailed around the world, occasionally coming home to visit his wife Linda and parents. "She put up with it," he explains. Each time he'd come back, he'd recruit a friend for the next leg of the trip, so he never had to singlehand. Since finishing his circumnavigation four years ago, Rowland has done consulting in Indonesia and New Zealand, and kept his trusty little boat in Key West. "It's the strangest town on the East Coast, but unlike the rest of Florida, at least it's not 'God's waiting room'. And while it's hot enough in the summer to require an air conditioner, it's not too hot because it's surrounded by water."

Bob and Mopsy — no last name — formerly of the Hemet-based Puvieux 47 **Nighthawk** also checked in on our website. "Although we sold our boat in October of '98, we're still active on the West Coast ham nets. Just call WP2F on the Sonrisa, Chubasco, or Manana nets. But we did the Banderas Bay Regatta aboard **Makai** and **Capricorn Cat**, and the Loreto Fest aboard **Ubetcha**. Folks can reach us at: WP2F@aol.com.

"If you're cruising to the South Pacific and encounter a boat called **Sam** from England, we advise you to stay away," write Sid and Manuela Olshefski "in and aboard" **Paradise**, "because in our opinion they're crooks. Bart and Deby Day of the Long Beach based Spindrift 43 **Day by Day** accidentally ran into *Sam* while in Panama, and the owners demanded $25,000 for alleged damages. Incidentally, *Day by Day* is fiberglass while Sam is steel — and *Day by Day* didn't have any damage! According to maritime law, if you hit



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another boat, money can be demanded for damages immediately — and you have to pay. But if you pay right away, your insurance company is off the hook for reimbursing you.

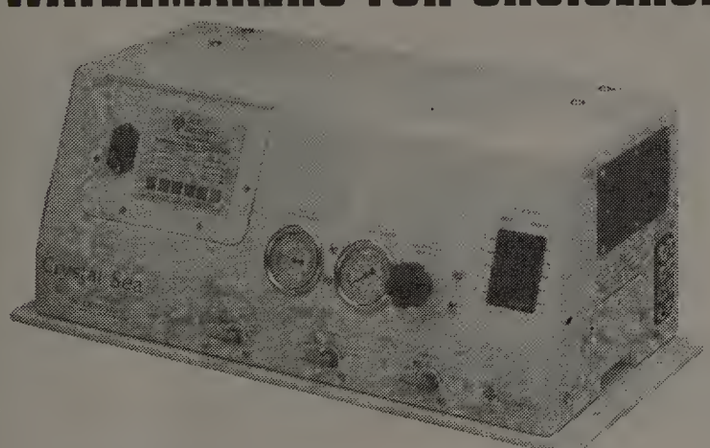
"Bart and Deby told the owners of *Sam* that their insurance would take care of any damages, but that wasn't good enough for the English owners — both of whom are lawyers. They started yelling — and then hired a lawyer who succeeded in getting *Day by Day* impounded. As soon as Bluewater Insurance got involved, Bart and Deby weren't even permitted to see the supposed damages to the steel boat. But with the insurance company taking over for Bart and Deby, the owners of *Sam* dropped their monetary demands from $25,000 all the way down to $10,000 — which suggests to us they'd been scamming all along. To make a long story short, Bluewater is going to pay the claim right away to avoid having to hire $150/hr maritime lawyers in Panama to fight it. Oh yes, after they got hit, the owners of *Sam* told the Days that they hated Americans! It's too bad we have these kind of people in the cruising community, and we suggest that everyone avoid them, for forewarned is forearmed!"

As *Latitude* was unable to contact the owners of *Sam*, we must warn our readers that the above is only one side of a story. If the owners of *Sam* would like to present their side, we'd like to publish it. Normally, we try to avoid publishing one-sided versions of incidents, but this one raises some interesting issues. For one thing, if maritime law provides for damages to be paid immediately — and we're not so sure it's quite so cut and dried — there are good reasons for it. If that wasn't the case, what's to stop the guilty party from just sailing away and leaving the victims holding the bag? On the other hand, there is a long history in the cruising community of people trying to work such problems out, particularly if the offending party has demonstrated some sense of responsibility — such as having insurance. We've done damage to other boats while cruising and have had other boats damage our boat — yet we've always been able to settle things quickly and amicably.

One of the potential areas for big problems, however, regards what might be considered the appropriate repair of a boat. For example, *Big O* was once T-boned near her mizzen shrouds during Antigua Sailing Week. If we'd wanted to be persnickety assholes about it — for example, demanding that the entire hull be repainted and that the slightly dented chainplates and turnbuckles be replaced — the bill could have been run up to $40,000 or more. As it was, we were happy to settle for the $2,200 or so that functionally repaired the boat and had her looking pretty much as she'd looked before. On the other hand, what's fair if your boat is perfect and has a super custom paint job? Or if your boat is in crummy condition and you demand an all-new paint job? We don't know the answer to these questions, just that we're thankful they don't come up too often.

Error! Early in *Cruise Notes* we made reference to a report from *Golondria* in the June about three missing French sailors. It turns out that THE piece never ran. We've now posted it on the June 24 edition of *'lectronic Latitude*. Sorry.

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24 FEET & UNDER

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HUNTER 23.5, 1993. With Hunter trailer. 2 jibs, CDI Furler with cover, main with cover. Alcohol stove. Bottom paint 4-2000. 8 hp Nissan long shaft and fuel tank. Safety gear. Porta-Potti. Very clean. Motivated to sell. Asking $9,500. Larry or Terri at (530) 644-7183 or email: lstanton@snowcrest.net.

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MONTGOMERY 23, 1982. Hess trailerable cruiser. Nice freshwater boat. 7.5 hp Evinrude long shaft. Easyload tandem trailer with new tires. Good sails, cruising chute and scoop. Good winches and equipment. $15,500. Call (970) 247-9342.

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CATALINA 27, 1982. Very clean. Tahoe boat for last 4 years. Five sails, knotmeter, depthsounder, radio, stereo/cassette, autopilot, Johnson 9.9 hp, digital direction finder and tandem axle trailer. This boat is ready to sail now. Asking $15,000. Must sell. Call (510) 325-6705 or email snevell@excite.com. See boat in Alameda or check the WEB at: http://www.geocities.com/sergio_nevel/snevels_catalina.html?957570732567.

B-25, 1996. Great condition. Fast, fun, lightly used. New Ullman sails, removable v-berth and full cushions, single pick for hoist, dry sailed. Honda 2 hp 4-stroke, digital electronics (Signet Smart Pak, speed & compass plus on the mast display). $22,000. (310) 833-3912 evenings.

CAL 2-27, 1977. Rebuilt transmission 12/99. New lines 4/97. Cockpit cushions. Sleeps 5. Head w/holding. Clean. Radio/electronics. $10,500. (925) 944-1471.

FIBERGLASS FOLKBOAT 26-FT. In Seattle. 9.9 Johnson long shaft o/b. 3 sails – main/jib/spinnaker. Boat restored completely last summer. In fresh water since Nov. Sink and Porta-Potti. Sleeps 4. Recent paint: white hull, blue deck, wood trim. Asking $8,000. Call (206) 227-8494 or email: lbidloww@yahoo.com.

PACIFIC SEACRAFT DANA 24'6", 1985. Cutter singlehandler package. Factory 3-axle trailer. Yanmar. VHF. CNG. Dodger, roller furling. 2 CQRs w/tackle. H/C pressure water w/shower. New upholstery. Extensive extras. Delivery possible. $51,000. Tom at (480) 460-3430 or e-mail: TATelfer@aol.com.

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CATALINA 25, 1989. Wing keel, tall rig. Better-than-excellent condition. Completely refurbished. Extensive inventory, including HD trailer & new 15 hp Honda outboard. Berthed in Alameda. For complete information: call (209) 526-0273 or email: c25@bbyc.org.

CATALINA 27, 1971. Fresh May haul out. Reliable gas inboard, new rudder, dinette model. Knotmeter, depthfinder, compass, VHF, stereo. Porta-Potti, alcohol stove, dual batteries. Clean and rugged first-time boat. Alameda berth. $6,000. Call Robert (408) 954-3115 or (510) 713-0617.

PEARSON TRITON 28.5, 1962. Hull #362. Atomic 4, not running. Stove, sink, Porta-Potti, depth sounder. Sleeps 4. Solid. Needs much TLC to make it cruise-ready. Has been a great family boat. Emeryville. $4,500 obo. Call (510) 601-5825.

BALBOA 27, 1980. Near new 8.8 hp. Teak interior. Dinette, stove, 3 gal. water. Excellent condition throughout. Great Bay boat. VHF. New battery and charger. Moved out of area; can show on weekends if arranged ahead. $4,500. Call (661) 873-7729 or email: kentlittle@yahoo.com.

CHEOY LEE 25 PACIFIC CLIPPER. All teak. Farymann diesel. VHF. Bulkhead compass. Main, jib, new cushions, new cover, hanging locker. SS sink, water. Anchor w/chain. Safety equipment. Lots of new stuff. Beautiful boat. In Alameda. $10,000. (510) 215-7258.

CATALINA 27, 1975. Reliable Atomic 4. Depthfinder, radio, stove. Good sails, 2 batteries, cockpit cushions. 2 anchors and chain. Great family boat. $6,000. Call (925) 820-7377.

ERICSON 25 1975. In great condition; dry. 3 sails and new (one season/winter stored) 8 hp Nissan o/b engine. VHF, compass and interior lights. Very spacious and sturdy boat. Standing headroom, toilet and sleeps 4 comfortably. Excellent Bay cruiser. $4,400. Call Niels Walther (415) 337-9576 or (650) 372-4122.

CHEOY LEE "FRISCO FLYER" 26, 1965. New diesel. New rig with jiffy-reefing '95. Fresh bottom with new thru-hulls. Dodger, Delta awning, full boat cover, dink, 2 anchors. Classic, sturdy boat that sails great. Surveyed at $11,000. Call (707) 876-3091.

WESTSAIL 28 CUTTER, 1978. Full keel fiberglass hull. Alaska yellow cedar interior paneling. White Formica counters. Teak trim. Windvane, propane stove and oven, inverter. $42,000. For pics and equipment see http://www.halcyon.com/dcs. Please call (206) 721-0949 in Seattle or email: dcs@halcyon.com.

WESTSAIL 28 CUTTER, 1977. Three new sails. Like-new teak/mahogany interior. 23 hp Volvo engine with 20 hrs. GPS. 10 gal. water heater. 6-ft headroom. Sleeps 5. World cruiser. $29,000. Call (559) 582-6195.



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O'DAY 25, 1978. Sound but needs TLC work (berth cushion covers, woodwork assembly and cleaning). Has good sails, cockpit cushions, anchor, rigging, mast, fenders. Tax deduct purchase from non-profit group. Ballena Bay. $1,500 obo. Call (707) 254-8551.

ALBIN VEGA 27, 1975. Very good condition. Repowered with Volvo MD6B and transmission. Replaced standing rigging, 2 sets of sails, spinnaker, 150 and 95. Lines led aft. V-berth and all cushions replaced. $14,500. (510) 865-4238 day and msg eves.

MacGREGOR 26, 1987. Recent 5-yr bottom paint. Good condition. 1992 15 hp o/b with electric starter. Roller furling jib. VHF radio. Enclosed head. Water ballast. Currently berthed at Benicia Marina. Reduced to $6,500. Call (707) 748-7255.

BALBOA 26, 1973. 2 mains, 3 jibs, 150 genoa. Swing keel. 9.9 Honda. Depthsounder, knot log, compas, VHF, trailer, much more. Good bottom. Inventory list. At Clear Lake. $7,900. (707) 279-2176, msg.

CAL 2-27, *PHOTON.* One of the best equipped on the Bay. New in recent years: mast, boom, standing rigging, primaries, built-in battery charger, engine-out rebuild. VHF, Loran, AM/FM radio, knot, depth. Bags of sails. $12,000. (510) 528-0172.

RANGER 26. Spinnaker Cup 2000 division winner (SF to Monterey). Great racer/cruiser. New standing rigging, spreaders, keel bolts, 125% jib, last 3 years. Harken roller furling. Oversize self-tailing winches. Autopilot. Honda 4-stroke 8 hp. $5,900. (650) 696-9616.

NEWPORT 28, 1980. Very good condition, extremely well equipped. Inboard Universal 11 hp diesel. Roller jib. Nearly new oversize rigging. Radar, moving map GPS, wind, depth, speed, vang. Electric refrigerator, cabin heater, stove, sink, water, electric head with holding. 2 batteries with charger, shore power. Sleeps 5. $12,000. Call (650) 948-7460.

ERICSON 26, 1968. Excellent condition, dry, safe, roomy, solid boat. Recently surveyed. Sailed to Hawaii. New full-batten main, 3 jibs. Johnson 10 hp long shaft, electric starter. Depth, compass, knot. VHF, mast ladder, clean interior. Relocating, must sell. $4,900. (510) 222-9781.

ISLANDER 28. Fully equipped racer/cruiser. New main & 125% genoa. 5 other jibs in good condition. 1 delivery main. Furuno 1621 radar with custom stainless mast. Volvo, GPS+. $25,000 or trade up, 32'/35' + cash. Call Arnie, (415) 239-1844 or cell: (415) 999-6751.

INTERNATIONAL FOLKBOAT 26. Classic, full keel sloop. Fast and easy. Good sails, head, stove. Sleeps 4. 4-cycle 5 hp o/b. Great Bay cruiser. Alameda. $3,500. (510) 749-7648.

CATALINA 25, 1987. Swing keel, trailer, motor, head, galley, pop-top with enclosure. Clean, great condition. Gennaker and jib. Beautiful interior with lots of teak. Many extras. $8,995. Call Tony (707) 279-4868.

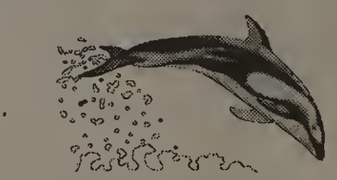
CAL 2-27, 1978. Overall good condition. Atomic 4, low hours. 6 bags of sails include spinnaker. Head with holding tank. VHF, depth, speed, GPS, propane stove. Documented. Ground tackle, safety gear, etc. In Santa Cruz. $9,000 obo. (530) 478-1343.

NOR'SEA 27, 1979. Hull in new condition. Roller furling, aft cockpit, dodger, autohelm. Yanmar engine (low hours). Hot/cold pressurized water, Force 10 Stove/oven. Completely remodeled interior. Bristol condition. Loran, VHF, good storage. $37,000. Call (707) 935-6292 or wk (707) 794-4457.

CATALINA 25, 1981. Highly desireable Bay boat. Excellent condition, pop-top, sleeps 5, very clean interior. Autopilot, New mainsail, 4-year old Suzuki o/b. Berkeley Marina (O-115). Moving, must sell ASAP. Great buy at $6,800 obo Call (510) 338-0706 or email: bshiggi@hotmail.com.

ISLANDER 28, 1977. Perry favorite ready to sail now; beautiful with TLC. 8 bags sails, KKMI bottom 12/99. Good Atomic 4, full gear. Original teak interior, legal head, new cushions, old electronics. Nice Coyote Point berth. $14,000. Paul: (415) 258-8227 or email: paulha@sonic.net.

MacGREGOR 25, 1985. #8217. Complete with main, furling jib, swing keel, depthfinder, knot meter, VHF. 9.9 Evinrude o/b with generator, battery. Cockpit cushions, pop-top with enclosure, stove, Porta-Potti, trailer. Sleeps 4. Many extras. Great condition. $5,350. Call (831) 728-1770 or email ccasey@ix.netcom.com.



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CATALINA 25, 1983. Swing keel and trailer. Both in fair condition. Minimal use in last 10 years. No o/b. At Coyote Point Marina. $6,500 obo. (408) 499-6232 or email: cravo@pobox.com.

CATALINA 27, 1980. Surveyed and bottom paint April '00. $3,300 invested since April. Atomic engine tune-up, 2 new batteries, new exhaust system, new compass, new sea cocks, new interior and exterior seat cushions. $9,800 obo. Peter (415) 626-1836.

CAPTAIN'S GIG 27, 1929. Oak hulled launch with single cylinder Hicks engine. Looks and feels like the "African Queen." White with green trim. 8' beam and 2.5' draft. New green seat cushions; freshly painted. San Rafael. Dan (415) 254-1316.

CAPE DORY 27, 1978. Carl Alberg designed sloop. Full keel, 4' draft. Yanmar 9 hp diesel. Autopilot. Bottom job 5/99. Jib, genoa, main/2 reefs. Bluewater capable. All teak. 6' headroom. Fireplace. Sleeps 4. Upwind slip Berkeley Marina. $18,500 or partnership at $9,000. (510) 848-4726.

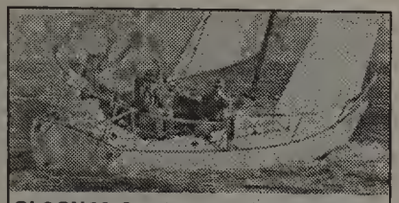
COLUMBIA 8.3 (27), 1977. Excellent condition. Fresh haulout 7/99. Full keel. Great Bay boat. Stiff and balanced. Harken roller furling, autopilot. Atomic 4, 2 batteries with charger. Gorgeous liveaboard interior. VHF, Loran, shorepower and more. Sale!! $7,500 obo. Call (415) 543-7333.

CATALINA 25, 1980. Great sailing boat. 5-yr-old mast and standing rigging. Swing keel, stove, head, Evinrude 9.9. Main, drifter, jib. Easy Loader trailer. Never been in salt water. $8500. Check it out at www.vdbs.com/~grudin/cat25.html. Call Jeff (831) 475-3153 or email: grudin@vdbs.com.

COLUMBIA 28, 1968. F/G. Fin keel. Good condition, wonderful Bay sailing. Helm autopilot. Atomic 4 inboard engine. VHF, Galaxy radio, Loran, 2 batteries w/charger, shorepower. Nice liveaboard interior. Sails approx. one year old in great condition. $6,750. Call (415) 584-7825 or email: ja2rheda@yahoo.com.

29-31 FEET

ALBERG 30, 1973. USCG Documented. Classic Plastic. Relocating and cannot complete overhaul project. Selling as is. A-4 engine. Boat requires some reassembly. Dry stored in Napa. $3,000. Please call (310) 832-0762.



OLSON 30. Great opportunity to own one of California's finest ultralights. This one is a clean, simply rigged 'cruising version' with inboard engine and roller furling. All the fun and performance of sailing an Olson with the ease and convenience of an inboard. Perfect club racer, weekender with sitting headroom, forward v-berth with cushions and two quarter berths. Berthed in Sausalito. Asking $11,900. Call (415) 383-8200 ext107 or ext. 108.

ERICSON 29, 1976. Great liveaboard. Very clean. Ready to sail. Rebuilt Atomic 4 with very low hours. Santa Cruz Harbor (end-tied May/June, sublet July-April). $13,000/obo. Please call Maia or Paul (831) 419-8767 or email: maiayann@cats.ucsc.edu.

RAWSON 30, 1972. All fiberglass. Wheel, diesel. Too much cruising equipment to list. Great galley. Exceptional wood interior. Storage plus many electronics; SSB, VHF, windvane, Loran, GPS Globalmap, autopilot. Delivery ok. $38,500. Call (949) 650-0595 or (714) 848-7500.

WILDERNESS 30, *Rascal*. Custom boat that is solid, fast, and a pleasure to sail. Includes 10 sails, 5 hp Nissan outboard, trailer, GPS and radio, complete safety package. PHRF 99 and has done very well. $18,000 or best offer. Boat is located at Stockton Sailing Club. Home (209) 838-3285 or firesail@qwestinternet.net.

YANKEE 30, 1972 MkII, *Peregrine*. Very good condition. Atomic 4, lots of gear, excellent sail inventory. Legendary Bay or bluewater boat. $13,000. (510) 669-1673.

***J/29 ADVANTAGE II*, 1984.** Excellent condition. Honda 8 hp o/b, recent bottom, very fast, great sails, new KVH Sailcomp, new Garmin GPS 180 installed, new Hall spars Quikvang, new Lewmar self-tailing winches. Emery Cove slip. $21,000. Please call Graham (650) 483-7988 or email: gchurchley@hotmail.com.

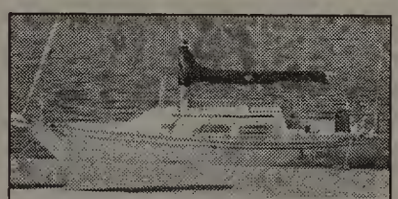
TAHITI KETCH, 30-FT. Teak plank. All new teak deck and deck beams. Universal 22 hp diesel. VHF. Loran. 2 anchors. $7,500 obo. (707) 874-1328.

CATALINA 30, 1990. Well maintained. Jib roller furling, full-batten mainsail, lazyjacks. Universal 18 hp diesel. Walkthrough transom. Loran, VHF, stereo. Cockpit cushions and teak table covers. Hot water. Battery charger. Pedestal wheel with depth/speed. Sausalito. $44,500. (415) 461-7127.

CATALINA 30, 1983. Well maintained. Hood mainsail, jib and Dutchman all new and costs 4K. Harken furler. FWC Universal 3-cyl. diesel with low hours in excellent condition. A/H 3000 autopilot. Cockpit cushions. Pressure h/c water. 3-step battery charger. K/M. D/S. VHF. S/T Lewmars just serviced. Lifesling. Backstay adjuster. Stereo cassette. Full galley, clock, barometer and oil lamp. Replaced exhaust system, alternator, transmission and rigging. Boat is sound, pretty and ready to go. $28,800. Call David at (415) 383-3181.

RANGER 29, 1971. Yanmar diesel '91. Ballenger mast, Harken furling. Refrigeration. Shorepower. 4 sails plus spinnaker and gear. Windlass, bow roller, anchor and two extra props. New head. Newer covers and weather cloths. $14,000. Call (510) 523-5365 evenings.

YANKEE 30 MARK II, *IONE*. Fast, strong, beautiful South Pacific cruiser. Sparkman and Stephens design. Ideal for ocean or Bay racing, local family cruising, or long distance single or double-handed cruising. In Oxnard Marina. $14,000. Please call (661) 296-3347.



RANGER 29 SLOOP, 1974. Fin keel, skeg-hung rudder. New diesel. Hood roller furling, wheel steering. Sounder, VHF. Stove, sink, icebox, microwave, shore hookup. Very clean, interior like new. Sails well. Turnkey. $13,000 obo. (310) 522-9445 or (310) 830-4426.

CATALINA 30, 1988 Tall rig/wing keel. Roller furling, dodger, Delta canvas, sunshade. Autohelm ST4000, Tri Data, KM, DS, VHF. Cockpit cushions, refrigerator, Universal diesel, battery charger. Bottom paint Oct. 99. Near new. $43,000 obo. Call (530) 892-8912.

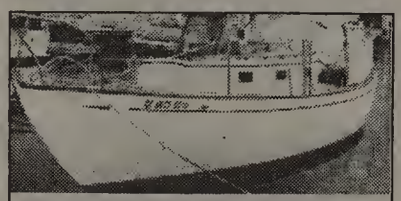
CUSTOM CAL 29, 1971. Singlehander's dream. New in '99/'00: standing and running rigging, working jib, bottom paint, autopilot, electrical, hardware and refurbished mast. Full batten main plus 2 spares, 120%, 130%, 150%, 1.2 oz spinnaker. VHF, enclosed head, separate V-berth. $13,000. (510) 845-9864.

COLUMBIA 30, 1972. Hauled '98. Hull cleaned and inspected May '00. Atomic 4 inboard. 7 sails, radio, depth/fishfinder. Sleeps 6. Propane stove. Comfortable liveaboard. Lots of extras. Limited delivery available. In Fort Bragg, CA. $12,500. Carol (707) 744-8732.

FARALLON 29, 1976. Must see handsome, ruggedly built blue water cruiser. See *Latitude* cover 03/00. Sleeps 6. 13 hp Volvo MD6B. Dodger. Spinnaker, lapper. 200' chain. 2 anchors. Berkeley upwind berth. High density foam cushions. Some work needed. $15,000. Michael (510) 655-4740.

ISLANDER 29 1966. Classic glass sloop. Main, jib, spinnaker. Atomic 4 w/new instruments. VHF, Loran, safety gear. Cockpit cushions, stereo, galley. Sleeps 5. Solid, comfortable, safe sailing boat. $6,200 obo. Call Frank (510) 923-3128 or email: frank_matarrese@yahoo.com.

NEWPORT 30, 1986. One owner. 20 hp Universal diesel. Harken furling. CNG stove/oven. Instruments, extras, exceptional mechanical and cosmetic condition. $24,950. (510) 769-8952.



MASON 31' 1970. Well built wooden sloop in excellent condition. Comfortable, safe, sails great. Volvo 2-cycle diesel rebuilt '99. Electronics, pilot, dodger, full cover. Equipped and ready to go. Ventura, CA. $29,500. Chris (805) 648-2509.

RON HOLLAND ALOHA 30, 1987. Performance racer/cruiser. PHRF 138. Fractional rig, open transom/swim platform. 40" wheel, s/t winches, diesel. Kevlar tapedrive main and 150, spinnaker, staysail, 2 jibs. Furling, Gori prop, lines aft. Cruising-luxury teak interior, aft cabin and head, h/c shower, propane stove with gimballed microwave. Freedom 10, refrigeration. Dinghy with motor. Autopilot, Silva instruments, VHF, GPS, stereo, holding tank. Lying San Carlos, Mexico. Photos, etc in SF. Market value $35,000. Asking $30,000 obo. Call (510) 682-3978 or email: crocrock@canada.com.

WINDJAMMER 30 CUTTER, 1978. Fiberglass over marine plywood. Full keel. Aft cabin, varnished mahogany cabinsides, full cover. Working sails. Palmer engine, depth-sounder, knotmeter, VHF, RDF, propane stove/oven. Traditional looks; sails well. Water-tight, coastal cruiser. $10,000. Call (650) 367-7994.

OLSON 30, #106. Very fast three-time champion. Single spreader, excellent galvanized road trailer, dry sailed, faired keel, faired original rudder, racing sails, and lots of titanium. $15,000. Call (510) 521-5221.

CATALINA 30,1977. Rebuilt Yanmar diesel. New starter, battery, oil filter, raw water filter, exhaust. Injector rebuilt. Survey 7/99. New depth/knot. Wheel steering, roller-furling. New head. Pressure water. Newly painted deck. Must Sell!. $17,000. Call Ben (415) 673-3206.

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CATALINA 30 MKII, 1995. Freshwater Tahoe. Wing keel. VHF, battery charger, AM/FM/CD; speakers inside and out. Dutchman reef, roller furling, dodger. Refrig/freezer, h/c shower inside and out. $53,000. Please call (916) 987-1578 or email: mmsail2@aol.com.

O'DAY 30 1979. Roller furling. New rigging, diesel, wheel. New interior. Spinnaker, VHF, knotmeter. Great condition. $18,500. (925) 462-5278.

PYRAMID 30. Carl Schumacher ultralight. Complete Ballenger rig. New sails, winches, etc. Never in water. Some assembly required. Call for WEB photos address. $6,500 obo. (510) 836-4396.

32 TO 35 FEET

WESTSAIL 32, 1976. 8 Sails (4 new), low-hour diesel, dodger, 3 kw diesel generator, radar, GPS, Monitor vane, solid boom vang, and more. Recent cruise equipped, ready to go! $44,900 Business phone: Colleen (800) 366-6722.

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CATALINA 34, 1990. Walk-through transom. Never raced. Great condition. Clean, well cared for boat; low engine hours. Self-tailing winches, roller furling, new sail cover. Cockpit cushions, propane stove/oven like new, microwave. Sleeps 7. Just hauled; new bottom paint and ready to go for summer. Berthed at South Beach Harbor. Reduced. $65,000. Call (707) 763-0778 or email: sudietoo@aol.com

BALTIC 35, 1986. Great aft cabin. Lightly used. Teak: cockpit, bridgeway and mastfoot. Upgraded winches. Headsails: 85, 95, 150 and 135rf. 1.5 oz spinnaker. $80,000. Call (408) 328-6817.

BRISTOL 32. *REDUCED.* Completely refitted and customized. All new electronics and electrical. Radar, full nav station, computer, The Captain, GPS, B and G insts. VHF, AP, wind, depth, speed, repeaters, handhelds. Garmin GPS and chart plotter at wheel. New mast, boom and running rigging. Heart Inverter, Link 2000, solar, 500 amps. Alder-Barbour, propane, BBQ. Brand new cruising spinnaker, new 130 roller gen-Profurl. gennaker, 90% jib. New interior and cockpit cushions, all new exterior canvas. Brand new 4-man raft w/3.5 Nissan. Yanmar diesel, new shaft, bearing, prop and full engine-shaft alignment. New head and holding tank, hoses. Lifesling. Fresh LPU. Great stereo. Must see to appreciate. Extraordinary. $35,000. Call (510) 843-8545.

PACIFIC SEACRAFT PILOTHOUSE 1994. 32-Ft. Loaded with extras. B&G instruments. Autohelm autopilot. Adler-Barbour refrigeration. Yanmar 28 hp diesel with 3 blade feathering prop. Full batten mainsail, 100% and 130% roller furling headsails. $125,000. Call Bob or Tony Miller, toll free, at (800) 332-8712 or (808) 949-7288.

ERICSON 32, 1976. Refit '98/'99. All new M-25 Universal diesel. Full battened main, genoa w/Profurl, cruising spinnaker w/sock. Standing and running rigging, rigid vang, single line reefing system. Dodger, autopilot, dual control VHF, GPS, solar panels. 3 batteries, Link 20, TV/VCR, CD stereo. Interior/exterior cushions. Propane stove and BBQ. Watermaker, refrigeration, head and holding tank. Bottom epoxy barrier coated. Original spinnaker and pole. Recent survey $38,500. Pat (714) 545-1650 or email: pooino1@orbair.net.

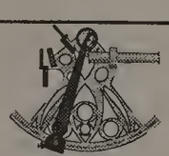
S&S 35-FT SLOOP, 1966. By Chris Craft. 4-107 Perkins low hours. New Cetrek autopilot. 300 ft. chain. 4 anchors, 4 solar panels, ham, radar, etc. Electrical systems monitor. Interior modified for offshore. Extra strong fiberglass hull. Baja vet, excellent sailer. $37,500. Call (360) 379-8154 or email: sojourn@olypen.com.

FREEDOM 33 CAT KETCH, 1981. Get a unique, well constructed bluewater boat in excellent condition. Similar to a Nonsuch but less than 1/2 the price! Set up as a comfortable liveaboard. Hot pressure water, refrigeration, shower, holding tank. VHF/DS/KM. Fresh water cooled diesel, brass fireplace, recent canvas. Complete with liferaft, unused storm sails and 2 light air reachers. Reduced to $48,000 obo. Call Loraine at (253) 627-8830 or email: Lorainesea@juno.com.

CLASSIC WOODIE DASHER 32. Lapworth designed. Built by Easom. Strip-planked mahogany over oak frames. Many suits of sails; no electronics. Old Greymarine gas engine runs but not well. Hull, deck, cabin sound; cockpit needs small repair. $12,500. (415) 332-9442.

TARGA 9.6, 1977. Finnish built quality (like Halberg-Rassy). Sleeps 6. Aft cabin, 23 hp Volvo/sail drive. 25# CQR. Dinghy. New '96-'99: Pineapple sails, Harken roller furling & traveler, S.L. windlass, rigid vang, hydraulic backstay, sail covers and big dodger, GPS, CD player, engine instruments, 5 batteries, multistep charging system, bronze folding prop, 1/4" 316 rigging, custom boom, MOB pole. Plus more. Safe, dry and sails beautifully. SF Marina Green slip. $38,000. obo (415) 664-6618.

MORGAN 33, 1973. Full keel. Very clean. New propeller and shaft. New through hulls and sea cocks. GPS. Fresh bottom paint. Propane galley stove. Please call Ken (775) 477-7777.


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HUNTER 34, 1986. Cruise or liveaboard in comfort on this big 34. Yanmar diesel, MaxProp, Pineapple sails. Roller furling, self-tailing winches, wheel steering. 6'2" headroom. 2 staterooms; h/c water pressure, enclosed head with shower, refrigeration, stove/oven, inflatable. VHF, KM, depth, stereo. Teak interior. Priced to sell $34,900. Call (415) 898-2734, leave msg.

HANS CHRISTIAN 34, 1977. Just back from three year cruise. Sporting a complete makeover. We've reduced her price to compensate for location. $50,000. Call for details (808) 889-9847.

MARINER 32, 1972. Fiberglass, full keel cruiser. Clean. Perkins 4-108. Speed, depth. 40 gal. fuel, water. 15 gal. holding tank. Mexico vet. Bought larger boat, must sell. Make me an offer! Asking $20,000. (510) 206-3875.

HUNTER 336, 1996. 27 hp Yanmar fwc diesel. Excellent family cruiser. Roller furl, wheel, GPS, VHF. 10'6" Zodiac w/5 hp Nissan. B and R rig, wing keel. Cockpit cushions, am/fm/cd w/12 disc changer. Lots of extras. Must sell. Unheard of loan at 7.75% to qualified persons. $72,000. (707) 255-4371 or email: makosando@aol.com.

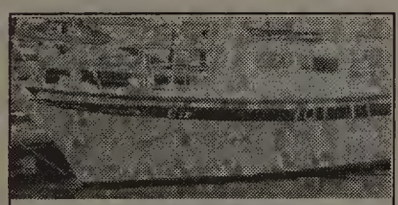
COLUMBIA 34 MKII, 1974. Huge liveaboard, comfortable cruiser. Mexico vet '96-'99. Yanmar 3GM30V with 580 hrs. PUR 40E and 06 watermakers. 2 AP, radar, GPS, Loran, depth, speed, wheel, refrig/freezer. Profurl, genoa, working jib, spinnaker with sock. Over-sized bow roller with Bruce. Windlass, 150-ft BBB chain. H/C pressure water, shower, microwave. Am/fm cassette. 25 gal. holding tank, new carpet. No blisters. Documented. $28,347.50 or round-about. Call (510) 528-6072.

ERICSON 35 MKIII, 1982. Repowered with new Yanmar 3GM30F. Electric Simpson-Lawrence windlass. Furuno 1731 radar with Questus backstay mount. Autohelm. Harken furling. Cruising spinnaker. New Groco head, refrigeration, dodger, bimini, TV/VCR, microwave. New gel batteries. Dinghy, o/b. Rigged for singlehanding. Sausalito. $59,000. (707) 996-8175.

DREADNOUGHT 32, 1982. Bluewater cruising cutter. 5 sails, diesel, VHF, windlass. Comfortable and cozy interior. Enclosed head, dinette, galley with propane stove/oven, refrig. (new), heater. Nav station, dodger, etc. Panama Canal vet. Absentee owner must sell. $34,950. Call (415) 332-6501 or email: marinexch@aol.com.

HOBIE 33, 1985. Faster, drier, more comfortable version of SC-27 and Olson 30. Sportboat ahead of its time with liftkeel for trailering and ramp launch. Keel and trailer can be fixed for drysail hoist sailing. $27,000 obo. (510) 769-0309 or email: Hobie33Bob@aol.com.

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36 TO 39 FEET

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CATALINA 38, 1980. Sparkman & Stephens hull. New diesel engine. Harken roller furling. New canvas and dodger. New deck, new interior. 12 volt refrigeration, hot water heater, shower, S/S stove/oven. A beautiful "like new" boat. $69,900. (510) 749-4137(day) or (510) 385-3253 (eves).

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TAYANA PH 37, 1981. Mexico vet. Equipped for extended cruising. Perkins 4108, radar, Furuno color video sounder-667. SSB radio. Water-cooled ref/freezer. Avon 6-man coastal life raft. Inverter, weather-fax, water maker, more. Located Bellingham, WA. $93,500. (360) 752-0019.

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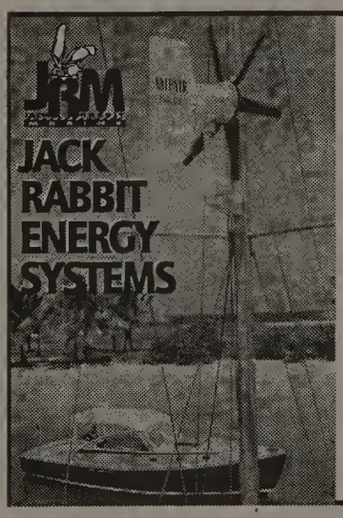
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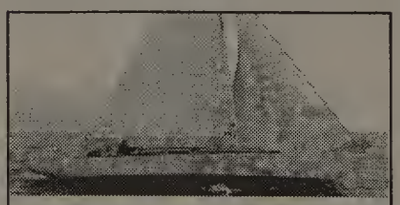
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40 TO 50 FEET

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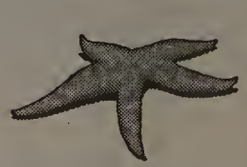
HUNTER 410, 1999. Furling mast/jib, Instruments, full dodger, binnacle cover. 50 hp Yanmar, 73 hrs. Electric winch, heavy duty sails, ref/freezer, solar panel. Great boat, leather and teak interior, standard instruments. No trades. Call (650) 593-9156 after 6:00 p.m.

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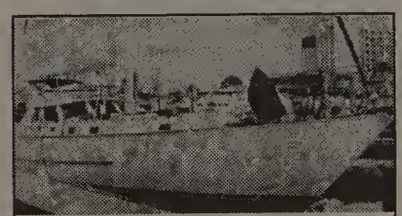


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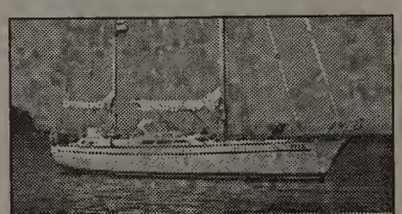
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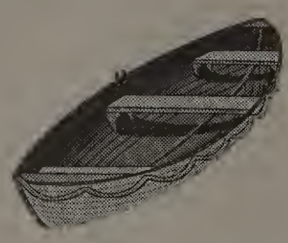


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JIM BROWN SEARUNNER 31. Commercial documented. Cutter. Aluminum mast, centerboard. Hogin sails, wheel, dodger, boomtent, inboard. Solar refrigeration, propane stove, fresh/saltwater sink. VHF. Teak/mahogany interior. Needs haulout/topside paint. Slip sublet Santa Cruz. $15,000. Offer/trade. Call (916) 927-5036 or email: jkeithley@jps.net.

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CATANA 40. Ocean Cruising Cat 43'. We just returned from 2 yr cruise, now it's your turn. Our boat not chartered; loved by family. Many upgrades. $147,000. Florida. Please call (904) 392-7199 or email: scantini1@orbcomm.net.

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GEMINI CATAMARAN 3200, 1993. Yanmar Diesel. Inverter. 3 berths. Centerboards; 18 in. to 5 ft. draft. Propane stove, refrig/freezer, shower. 6'4" headroom, teak interior. Great liveaboard. Fast under power or sail. $85,000. (503) 285-4186.

3 TRIMARANS. 1999 Rave. 35 mph foiler. Loaded. Like new. $8,450. Windrider, $2,000. 1981 26 x 16 Telstar. Largest interior of any factory fiberglass trailerable trimarans. New paint, new headliner, new sails. Honda 9.9. Doubles as travel trailer. Model crossed Atlantic. $18,900. Call (775) 787-1101.



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PRINDLE 16, 1986. Two sets of sails. 2 yr old tramp, double trapeze rig, life vests, etc. Boat is in excellent shape with trailer and storage box. $1,500 obo. Call (707) 864-2081 or email: Turkey9186@aol.com.

32-FT CATAMARAN. Epoxy cold-molded. Brown/Marples design. Rotating mast, FB main, jib, genoa, reacher all roller furl. Open deck (100 sf). 9.9 hp, 4-stroke o/b. VHF. 2 single berths, head, stove, dinghy, awning. No standing headroom. $25,000. Call (619) 291-0641.

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MATTHEWS STOCK CRUISER 41-FT, 1952. Tri-cabin in excellent condition. Twin Chrysler 440s run great. Enclosed flybridge. Large refrig, shower, etc. Great liveaboard. Comes with liveaboard slip in East Bay. Owner financing possible. $33,000. Steve (510) 261-3885, leave msg.



CHRIS CRAFT 22 SEA SKIFF, 1954. Low hours on rebuilt engine and trans. New exhaust system. Rebuilt 12v generator. New shaft and prop. New custom built tandem axle trailer. $6,900. (209) 878-3533.

TAIWAN TRAWLER 37-FT, 1977. Fiberglass, 6 cylinder Ford Lehman engine, Genset, radar, autopilot, depthsounder, VHF. 2 cabins, 2 heads, bathtub, Lectrasan toilets, propane stove/oven, refrigerator. Needs a bit of TLC. $37,500. Please call (707) 642-6270.

43-FT WOOD FISHING BOAT, 1933. Trawler. Double-ender. Needs work, nice project. Detroit diesel 471 overhauled, with only a few hours. In Moss Landing. $2,800 obo. Call (408) 499-6232 or email: cravo@pobox.com.

SLEEK, CLASSY HOUSEBOAT 55-FT, 1991. In Silicon Valley liveaboard marina. Alternative, fun housing. Convenient to work, freeways, shopping. Extra storage/closets. Large top deck with patio furniture, umbrella, sunrise/sunset/moonrise vistas. Foredeck has gas barbecue, bistro table, 2 chairs, 2 icebox seats. Spacious light/airy salon. Full-sized galley, microwave, 2 refrigerators. Banquet seats 8. Breakfast bar with 2 bar stools. 3 queen cabins plus queen sofabed. 2 heads, sinks/1 shower. 2 phone lines (voice/computer). TV/VCR. City water hookup. 50 amp/110/220 shore power. Roof heat/air. Dual helm. Dual 130 hp gas engines. I/O drives. 300 gal fresh. 300 gal holding. 265 fuel. $150,000. Details at photos.yahoo.com/charlie_bergstedt. Call (650) 361-8882.



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CAL 29. Super Bay boat for singles/family. Fully race and cruise rigged. Mint condition. Loaded. Sleeps 6. Active race fleet. New Atomic 4 engine. Berthed at Brickyard Cove. Two (2) equity partners sought: 1/3 interest. $6,000/share, plus $100.00 month berth/maintenance cost. Call: (707) 554-6700 am/pm.

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SEAFARER 38. No Dealers. Call (408) 865-1405.

GEAR REDUCTION ASSEMBLY. (2:1) for a Palmer P-60 engine. Call Bob at (650) 941-3733.

BOAT TO LIVE ABOARD. Professional marine repairman looking for boat to live on in exchange for maintenance and repairs. Skilled in fiberglass, fairing, gelcoat, paint, etc. Call Patrick (530) 546-2572.

CHARTS WANTED. West Coast US from Seattle to San Diego and West Coast Mexico & Sea of Cortez. Call (253) 853-3522 or email: ericstephan@harbornet.com.

ATOMIC 4 ENGINES. Running or not, to be donated for literary and educational projects. Let your discarded or unwanted iron jib help others. Do some good in this world. We will pick up at your convenience. We thank you in advance for your good intentions. Please call Jim at (209) 823-5033.

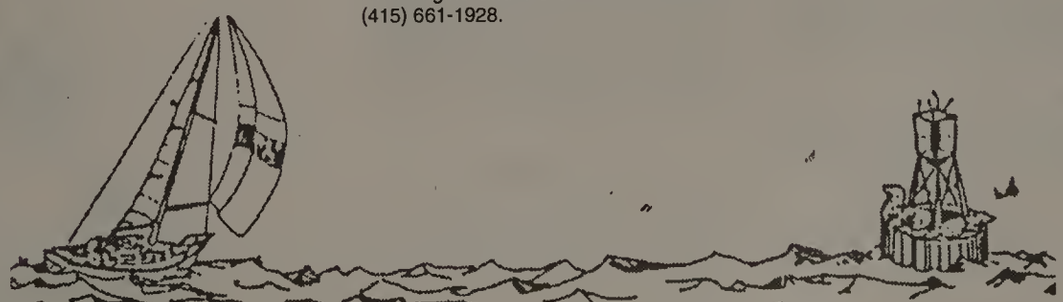
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MERIT 25. Spinnaker Sailing School is looking to add a couple of Merit 25s to its school program. If you have one you would like to sell or place in charter let us know. Call Rich at (650) 363-1390.

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CHEOY LEE 38 KETCH, 1978. For sale or trade for aircraft/property in Tempe, Arizona area. Completely rebuilt, now in Guam after Pacific cruise. Sail anywhere with this proven blue water cruiser. Asking $75,000. Please call (671) 565-5867 or email familyatsea@hotmail.com.



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WINDLASS. Brand new Maxwell V.W. 1200 in box. $1,000 cash. Call (415) 332-0368.

GENERATOR. Portable Coleman Powermate. 1000 watt AC/80 amp 12 volt DC. 2 hp 2-cycle engine, weighs 22lbs. Used once. $400/obo. Call David (415) 587-5869.

ALUMINIUM MAST 29-FT, off of a 25-Ft Seafarer. Mast head, spreaders, VHF antenna, tabernacle and boom. $900. Holder 12-Ft, boat and trailer. Great shape. Fast and fun. $900. (209) 944-9075 or email: Sailhappy1@aol.com.

JOHNSON LONG SHAFT OUTBOARD, 15 HP. $950 obo. Mcard/Visa OK. Just serviced, runs great. Call Paul (415) 332-7539 msg.

SPRUCE BOXED MAST. Original length 47-Ft cut from bottom to appx 38-Ft. From Traveller 32, 1978. $750. Can be seen at Ballengers until 7/30/00. (530) 274-8144.

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TWO 300-FT LENGTHS of 3/8" galvanized chain. (Proof coil.) Excellent condition. $1.00/ft. Call (510) 864-0334.

ATOMIC 4. With V-drive. Complete and ready to install. Fresh water cooled. Includes heat exchanger. $1,200 obo. 14-Ft, 3-1/2" diameter aluminum spinnaker pole. $200. 7-ft reaching pole. $100. Call (415) 309-0436 or email: philo@record2.com.

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ENGINES. 9 hp rebuilt Yanmar diesel. New head, valves, exhaust, rings, wrist pin, connecting rod, bearings, injector. With Martec prop. $2,400. Call (415) 435-9531.

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ATOMIC 4. With 2:1 reduction and all parts. Was running when removed. Overhaul or use for parts. $250. Two dinghies: plastic $100. Wood (needs a few days work) $50. Call (510) 657-8962.

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VOLVO-PENTA MD3. Diesel motor. 36 hp. Runs good. Complete with transmission, gauges and spare parts. $2,000. Please call (650) 364-6885.

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LEGAL NOTICE. Marine Surveyor Lorne Gould has been absolved of any and all liability arising out of, connected with, or otherwise pertaining to the survey and/or sale of the vessel *COMPROMISE* by Carl and Vicky Clayton to Paul and Martha Leroy in August 1998, and has been dismissed as a party to that certain action entitled Leroy v. Clayton, County of Alameda case number 815488-6.

PLATH WINDLASS, 1 HP. New. $3,600 List; $2,800. New Lewmar 44 3-speed. $1,440 List; $540. 2 new Lastdrop shaft seals. $585 List; $285 each, obo. Wanted: Portaboat Asymmetrical spinnaker/sock; approx. 65' x 50'. W&H autopilot. Laptop for Sailmail. Solar panels. Selftailers for 65-Ft. sailboat. Call (805) 644-2577.

LANDSAILER. You know - a prairie schooner. 3-wheel "Freedom 5.5 meter" land yacht capable of speeds to 65 mph. Too scary for me! $3500 new; but I'm willing to sell for $995. Pager: (800) 408-4767 or email: chuckellery@hotmail.com.

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CLUB NAUTIQUE. Unlimited membership for couple, $4,200 obo. Membership includes free sailing instruction, US Sailing Basic Keelboat through Coastal Passagemaking. Free refresher training & yacht club membership. $5,245 value. Please call (415) 970-9172.

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INCOME/DEVELOPMENT PROPERTY. Busy corner intersection on scenic Chuckanut Drive. 4 tax lots. US post office, apartments, house. Zoned commercial. 84,000 sq. ft. View of San Juan Islands. $465,000. Youngren Realty, Mt. Vernon, WA. (360) 428-6805.

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SAUSALITO SLIP FOR SUBLET, 36-FT. Clipper Basin 4. Available July 1 to October 31. $325 incl electricity. Contact Dan May (707) 945-6275 or Dan Baron (707) 257-0168 or dabaron7@pacbell.net.

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TRANS ATLANTIC PASSAGE to East Coast, USA. Departs Southhampton, England July 29, 2000. Sail aboard two-time honorable Whitbread veteran 63-ft. *Equity and Law*. Currently two berths available. $40 per day includes meals. Experience not necessary. A challenging voyage for developing offshore skills. For information please call: Tom (206) 725-9348 or Regina (206) 725-3438.

NEED FEMALE SAILING PARTNER. Young 61 yr-old skipper with well-equipped Westsail 32 needs attractive, bright and cheerful sailing partner. Boat currently enroute to Honolulu. Will continue to points south and/or west and possible circumnavigation. Looking for long-term, possibly permanent, relationship. Contact via email: WCZ4974@sailmail.com or forward photos and sailing resume to Otto, c/o S. King, 587 D Keolu Dr., Kailua, HI 96734.

DO YOU WANT TO SAIL? Male/female crew members needed to help exercise my Hunter 30, San Francisco Bay. Experience is not necessary. Seniors are especially welcomed. Please call Bob (209) 795-7554 weekdays.

CRUISING COUPLE seeks responsible crew positions on a fun, well-founded sailboat for this year's Ha-Ha. Would like to join boat in San Diego, but sail together before then. Prefer good natured, non-smoking people 40-50's. We have our own boat, but unable to take it this year. We have offshore experience. Sailing resumes available. Kim Coleman (650) 589-8830 SF Bay Area.

2000 BAJA HA-HA. Experienced and fit 70 yr-old male would like crew position. I have my own boat in Mexico, have much blue water and some racing experience as both skipper and crew. Speak Spanish fluently. Can handle all chores on boat including cooking. Only basic knowledge of motors. Congenial but not very talkative. Willing to help prepare boat. Can share expenses. Gene Menzie. Phone (760) 720-5240 or Fax (760) 720-5247 or email: TEMenzie@aol.com.

SEEKING HA-HA WENCH. Should be skilled in some of the following: sailing, navigation, sewing, cooking, changing oil, conversation, silence, exploring, Español, camping, reading, smiling, and partying. No smoking/no drugs. DWM 51 liveaboard, who doesn't know all of the above, with 35' sloop leaving Bay area Septemberish to meet up with Baja Ha-Ha in San Diego. After Cabo, we'll explore Mexico for the winter. (415) 397-0663 or email: dennis@aweigh.com.

YOUNG MALE CREW WANTED. To sail with family. Offshore sailing experience mandatory. Likes children (12 and 9). Ideally a musician, meditator and/or spiritual practitioner. Presently sailing Caribbean. Nov. through Panama Canal to Galapagos. Then circumnavigation. Call 011-874-762-501-411 or email pfs@schlenzka.org.

SEAGOING NANNY WANTED. To care for 4-yr-old boy during Aug. and Sept. while Capt. Papa charters wooden schooner in Channel Islands. Also seeking cook and sailors. No wages; but free, working vacation and sea service letter provided. Call (408) 234-1412.

I KNOW YOU ARE OUT THERE. Strong, heads-up, adventuresome, skillful sailing woman who is free to join me on a multi-year cruise beginning in Nov. Fun is not fun when you do it alone. I want a woman of good character who can share watches and share the experience with me. I have 33 years sailing experience. I am 57 years old, fit, financially secure, reasonably handsome and ready to go. So is my boat and it is a fully equipped 37-ft. proven world cruiser. Let's do it together. Call (619) 498-1015. .

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SAILING INSTRUCTORS. We are looking for qualified sailing instructors who would like to teach in the best all round teaching atmosphere in the Bay. We are the oldest sailing school in California and are located in Pt. Richmond, right next to the Richmond Yacht Club, where no foul weather gear is needed for sailing. We offer top pay for teaching, very liberal boat usage program and tropical sailing for our instructors. If you love sailing, have good teaching skills and would like to teach sailing either full or part time in the best sailing area in the Bay, call Kirk at (510) 232-8251.

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QUANTUM PACIFIC. San Francisco's most prominent sail loft is expanding and needs to hire an experienced floor manager. Duties include: staff management, product development, plotter operations, service and customer relations. Join the fastest growing sailmaking group in the world. To secure your position in this rewarding career, call Will Paxton at (510) 234-4334.

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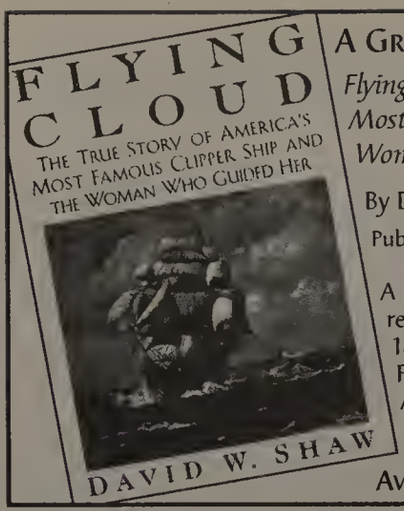


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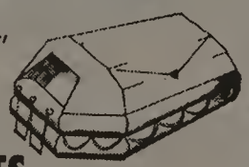
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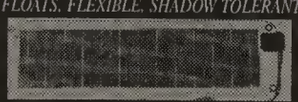
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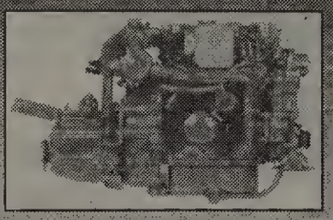
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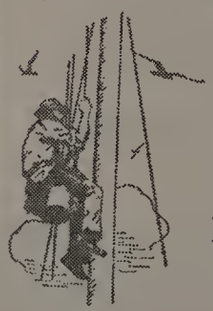
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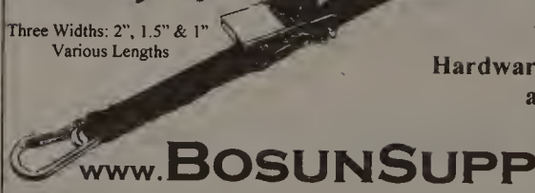
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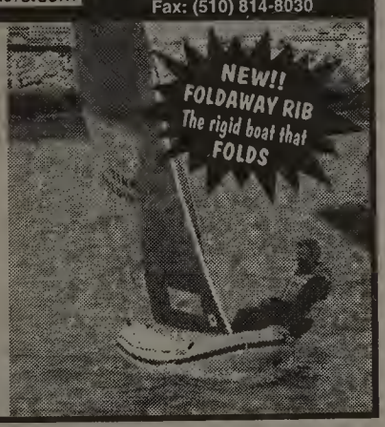
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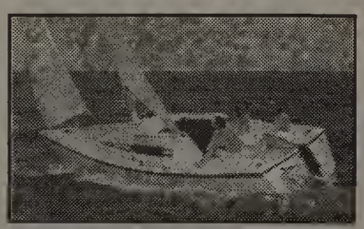
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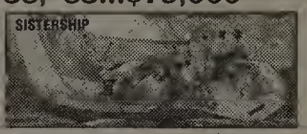
ALL STAR BROKERAGE



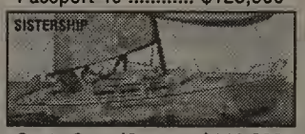
BENETEAU FIRST 38, '83...$79,000



Passport 40 ..... $123,900



Beneteau First 32 ..... $29,900



Santa Cruz 40 ..... $119,000

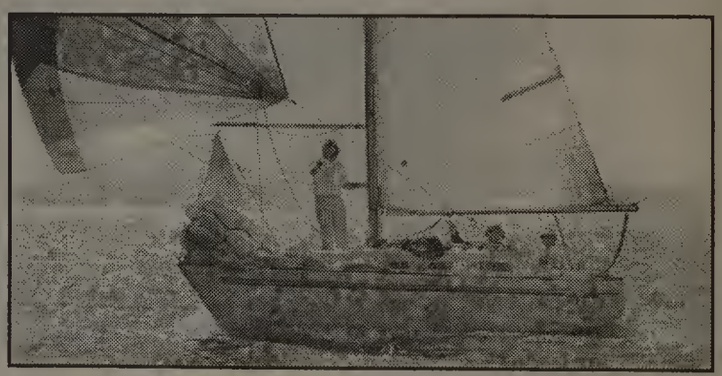


Baltic 51, '82 ..... $324,000

CATALINA 25, 1984	$8,000	PEARSON 365, 1979	$59,500
ERICSON 26, 1984	$19,500	BENETEAU 38, 1983	$79,000
HUNTER 30, '92	$43,000	FARR 38, 1983	$49,000
BENETEAU FIRST 32, '83	$29,900	PASSPORT 40, '82 . 2 from	$123,900
VALIANT 32, 1978	$45,000	SANTA CRUZ 40, 1985	$119,000
ERICSON 32-200, 1988	$68,500	BALTIC 51, 1982	$324,000

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53' ISLANDER, 1979

More than $100,000 invested over past year: new running rigging, new standing rigging, new mast, new roller furler, new mainsail, new headsail, new topside paint, new bottom paint, new dodger, new windlass. Isuzu 60 hp diesel runs like a top. Center cockpit, four cabins, 6'4" headroom, full galley.
Now **$139,900.** Must be sold **IMMEDIATELY!** Offers encouraged.



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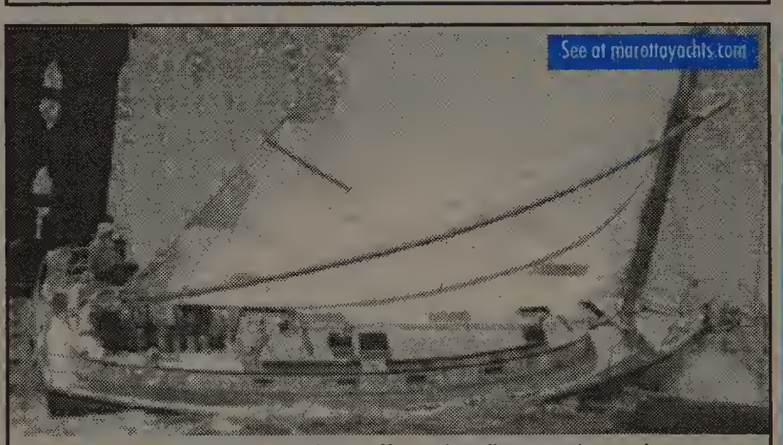
45' HUNTER, 1986

This TransPac veteran is loaded and immaculate. Approximately $150,000 has been spent on upgrades and improvements over the last ten years. 55 hp Yanmar diesel with 673 hours. Full electronics.
Prime Sausalito Yacht Harbor slip can transfer with vessel.
Further reduced to $134,000.

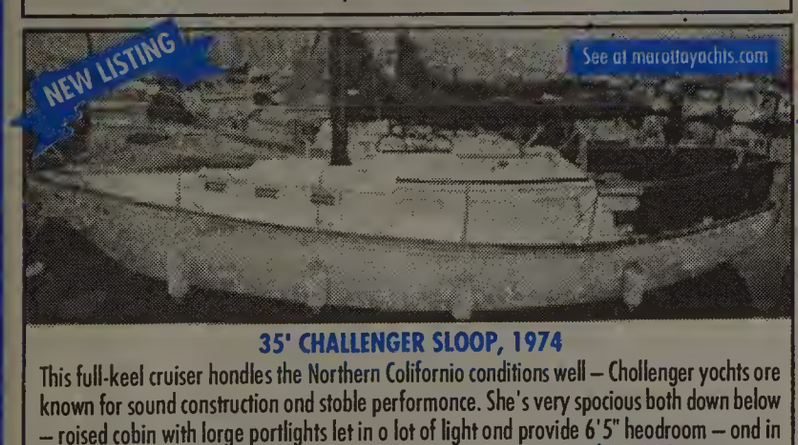


42' PASSPORT, 1988

This one-owner semi-custom yacht looks like she was just launched yesterday! All the hardware and gear is top of the line. Twin cabin plus quarter and pilot berths, flawless teak joinery below with 6'4" headroom. 50hp Perkins with low hours. Prime Sausalito Yacht Harbor slip can transfer. **Reduced to $189,000.**

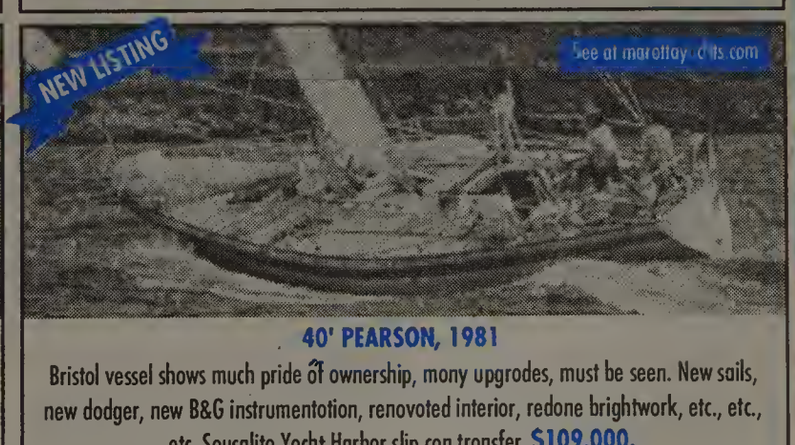


36' NONSUCH, 1987 This stiff, seakindly vessel is at home in everything from SF Bay bluster to Mexico light airs. Numerous opening hatches, 6'5" headroom, stall shower. Top quality fittings and systems throughout. New full batten main, new running rigging, new bottom paint, new cockpit cushions and meticulous maintenance. Sausalito Yacht Harbor slip can transfer. **$127,000.**



35' CHALLENGER SLOOP, 1974

This full-keel cruiser handles the Northern California conditions well – Challenger yachts are known for sound construction and stable performance. She's very spacious both down below – raised cabin with large portlights let in a lot of light and provide 6'5" headroom – and in the cockpit. Diesel engine. Sausalito Yacht Harbor slip can transfer. **$35,000.**



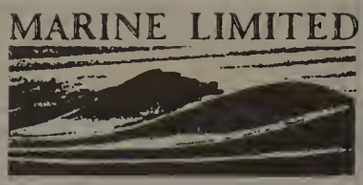
40' PEARSON, 1981

Bristol vessel shows much pride of ownership, many upgrades, must be seen. New sails, new dodger, new B&G instrumentation, renovated interior, redone brightwork, etc., etc., etc. Sausalito Yacht Harbor slip can transfer. **$109,000.**

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47' PERRY '92

This is the last edition of this fine cruising yacht by William Perry. The exterior has minimum teak trim and maximum provisions for comfortable short-handed cruising. The FULL FURLING ketch rig is perfect for all sea conditions. Below decks is OVERKILL – from the 155hp Volvo diesel aux, 8kw genset, reverse cycle air/heat pump, cold plate refer/freezer, water maker, propane stove/oven to the full array of electronics. Two staterooms, saloon, galley and nav station make this an ideal cruise/live-aboard yacht. ***MUST SEE! PRICE REDUCTION!***

SPECS:
Rig: Full furling ketch • LOA: 47' • Beam: 13'5" • Draft: 6'8"
Aux: Volvo TMD 41A • Fuel: 400+gal• Water: 300 gal



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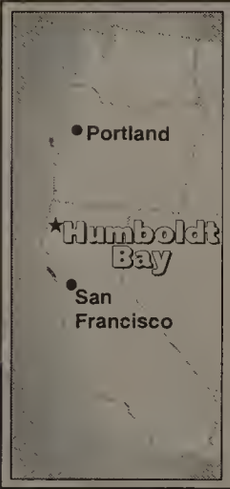
SPECS:
Fiberglass sandwich construction
LOA: 50' • Beam: 14'6" • Draft: 6'6"
Aux: 44hp Yanmar • Displ.: 30,000lbs • Fuel: 70gal• Water: 150 gal

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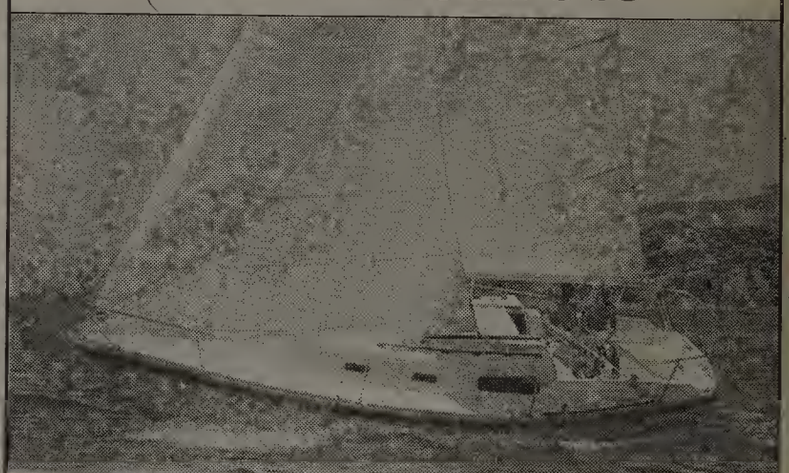


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50' PROUT CATAMARAN, '96 $699,000 Immaculate condition, equipped for extensive offshore cruising and rigged with the innovative AeroRig for easy handling.



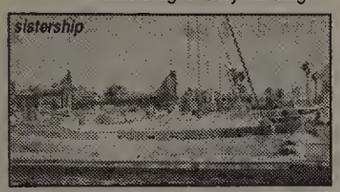
45' CUSTOM ROBERTS KETCH, '79 $119,000 In preparation for a new owner, her decks have been refinished, her canvas replaced and her brightwork redone.



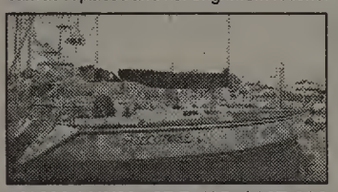
45' MOTORSAILER, '60 $69,000
Angelman-designed liveaboard cruiser and proven circumnavigator – perfect for a family.



45' EXPLORER, '78 $79,500
Full-keel, solid cruiser with aft cabin and seagoing galley. World capable with a little love.



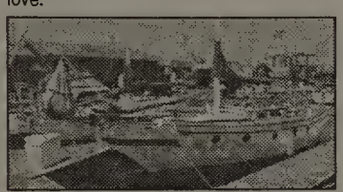
43' WAUQUIEZ AMPHITRITE, '82 $169,000 Large working cockpit, seven sails, fresh bottom paint and spacious aft cabin. Come see her in San Diego!



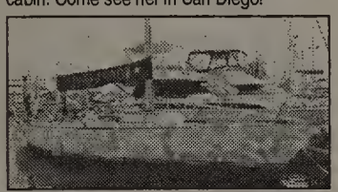
42' MAGNUM 42DP, '85 $167,000
First class racer/cruiser with Perkins diesel, Max Prop, full electronics and a beautiful teak interior.



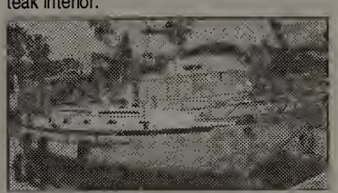
41' ISLANDER FREEPORT, '76 $99,500 This is the cleanest, nicest example of this model we have ever seen. She absolutely sparkles! A must see!



41' GLOBE, '78 $85,000
Center cockpit ketch with traditional styling and beautiful carvings throughout interior. Very light use since new.



41' J/41, '85 $65,000
Freshly spray-painted and faired racing bottom. Racing accommodations for 10.



34' CREALOCK, '89 $139,000
Very impressive boat in 'yacht club' condition with a long list of new gear and upgrades. Bound to become a classic.



31' GOLDEN HIND, '76 $35,000
UK-built cruiser known for ease of handling and outstanding seaworthiness.

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SAIL		*34' WYLIE, '87	35,000
23' S-2 6.9, '85	7,500	*35' SANTANA, '82	20,000
*25' MARIEHOLM	1,800	36' FARR, '76	CALL
*25' YAMAHA II, '79	SOLD	*40' MARINER, '70	OFFERS
*25' OWNER BUILT, '87	5,000	*41' AQUACRAFT, '77	54,500
*26' MACGREGOR, '98	18,900	*44' CUSTOM	148,000
*26' 1/4 TONNER	4,500	50' BENETEAU OCEANIS	274,000
30' ERICSON 30+, '83	SOLD	**POWER**	
*30' ERICSON, '78	20,900	*32' WORKBOAT, '85	27,750
32' BRISTOL, '79	35,750	36' CHRIS CRAFT Connie, '62	18,000
33+3 CAL, '78	45,500	36' CHRIS CRAFT, '64	26,000
*34' VAN DE STADT, '89	45,000	*Boats at our docks*	

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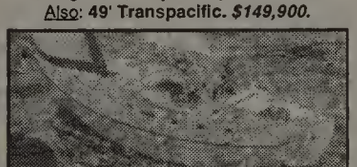
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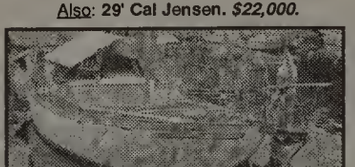
53' SKOOKUM PH CUTTER, '87
Built for owner of Skookum. Three staterooms. Beautiful brass & woodwork. Furling main, staysail & jib. *$225,000.*
Also: **49' Transpacific.** *$149,900.*



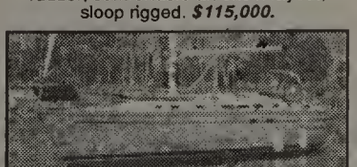
45' BENETEAU SLOOP, '83. 2 strms, Loaded with electronics. Roller furling, lots of sails. Race or cruise – this boat has everything. *$144,950.*
Also: **29' Cal Jensen.** *$22,000.*



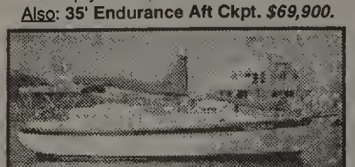
46' MORGAN
Best sailing, most stout construction of Morgan family, modified fin skeg-hung rudder, comfortable aft cabin layout, sloop rigged. *$115,000.*



45' HARDIN, '77, CENTER COCKPIT
Cruising boat located in cruising country. Loaded with extra gear and safety equipment. Very well maintained. *$150,000.*
Also: **35' Endurance Aft Ckpt.** *$69,900.*



50' CATALINA/MORGAN, '91
Spacious 2 strm layout. Super clean, original owner. Easily handled by 2. Great liveaboard. *$239,000.*
Also: **33' H.R. Shing Senator.** *$38,000.*



43' CUSTOM PH CUTTER, '87. Looking for perfection? This immaculate pilothouse cruiser w/recent major refit, new rigging & engine is sure to be the one. *$185,000.*
Also: **85' Custom Motorsailer.** *$995,000.*

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78' CHEOY LEE MY. 1989. *Quixote* is an outstanding example of this proven world cruising motorsailer. Extensive, recent refits and upgrades. Most comprehensive of her type available.



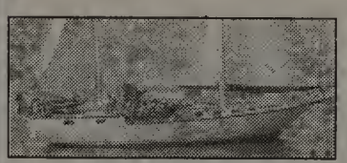
61' C&C CUSTOM KETCH. 1972. This unique quality vessel is just completing a refit and updates. A performance, center cockpit yacht with spacious interior. A trans-Atlantic veteran that can be easily sailed shorthanded.



57' S&S. *Charisma*, designed by Sparkman & Stephens, and built by Palmer Johnson in '70. Totally refit and updated. Outstanding in all respects. Offered at a fraction of original cost.



51' BENETEAU. 1986. *Second Souffle* has 2 staterooms and plenty of space. Upgraded and well cared for, she is perfect for long range cruising or as a very comfortable liveaboard.



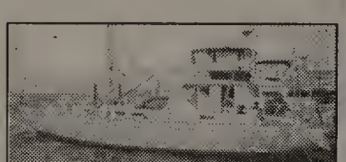
50' HERRESHOFF. 1972. This classic ketch is in bristol condition. Owner's cruising plans have changed, consequently she's ready to go, with over $75,000 worth of improvements.



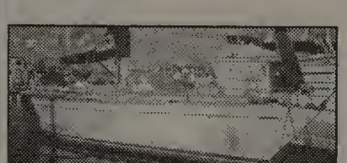
50' NELSON/MAREK. Originally commissioned in '93, total refit in '98/99. *Bullseye* is full race ready, new sails, multiple inventories, incredible race record. In outstanding condition.



49' WAUQUIEZ CENTURION. 1991. Spacious salon with light interior. 3 S/R's, cruise equipped, currently lying Carib. Quality performance cruiser priced far under market.



48' JON MERI. 1989. This performance cruising yacht offers an attractive pilothouse with full dual station. 3 staterooms, electric roller furling. Built to highest standards in Finland.



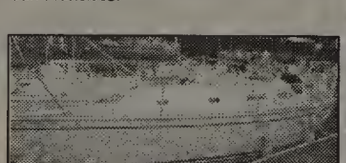
SWAN 441. Hull #43 of this successful Holland design. Built in 1980, commissioned in 1981, she has been consistently upgraded, including top end current elects. New sails and furling.



40' HARDIN. 1978. *Sea Wolf* is in excellent condition. She has been carefully maintained by her experienced owner. Priced to sell, she must be seen to be appreciated. Berthed in San Francisco.



48' HUGHES. Built '72, *Iolani* is probably the finest example of Sparkman & Stephens design of the Hughes 48. She is fast and very sea-kindly. Interior layout features fwd & aft staterooms, both w/head & separate shower.



31' PEARSON. Built in 1990, this is one of the last 31s built. She has a modern, open layout and 6'5" headroom. Sleeps 6. Well maintained. Perfect Bay or coastal cruiser.

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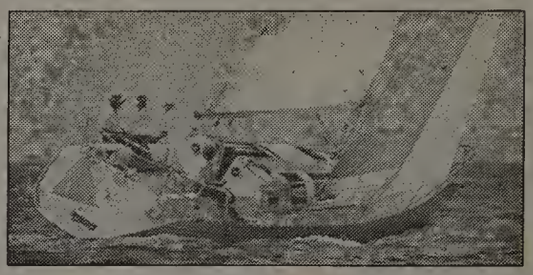
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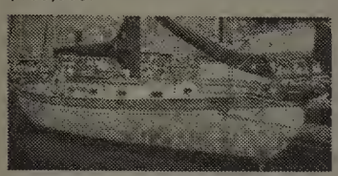
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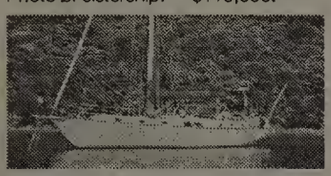
Young Son 43 Cruising Cutter. Extensive upgrades and equipment, Hard dodger, New Paint, Very ready to go. $139,500.



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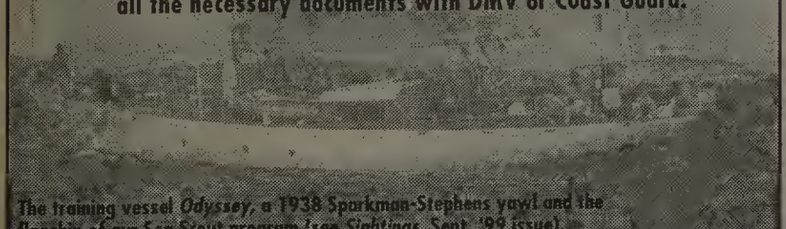
Andrews 70 - Big and powerful	$ 599,000
Wylie 70 - Carbon mast	$ 425,000
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MERLIN - Canting keel + turbo Rig	$ 269,000
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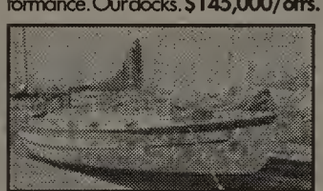




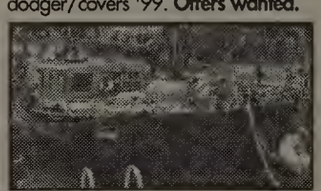
LAFITTE 44 Prestigious Perry design. Built for best combination of sophisticated cruising comfort & spirited performance. Our docks. **$145,000/offrs.**



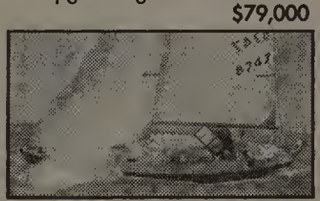
40' PASSPORT World cruiser vet w/all the equip. Monitor vane, watermaker, solar, GPS, SSB, weather fax, new dodger/covers '99. **Offers wanted.**



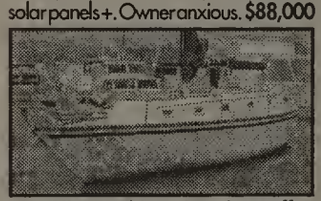
36' UNION POLARIS Perry design cutter, roller furling, dodger. Loaded with upgraded gear. At our docks. **$79,000**



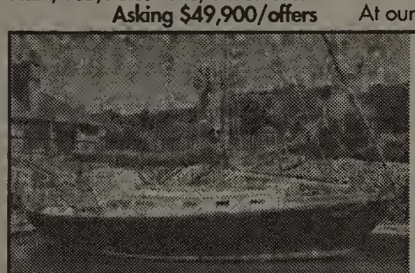
37' FISHER Seaworthy cruiser, quality construction/gear, inc. radar, GPS, charts, fwd. scan sonar, watermaker, solar panels+. Owner anxious. **$88,000**



35' SPENCER Excellent condition, only 75 hours on Perkins oux,, radar, Ham, SSB, Aries vone, o must see. **Asking $49,900/offers**



33' HUNTER This cruiser sloop offers o lot ot low cost. Diesel, roomy interior for extended cruises/liveaboard. At our docks. **Asking $20,000**



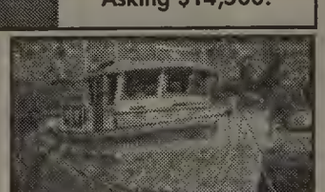
30' ERICSON

King design. Yanmar aux., low hours. Dodger, roller furling jib, spinnaker and much more. At our docks.

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30' SPORT-CRAFT Offshore sportfisher, fresh twin Mercruiser 350. All decked out with everything you'll need. Join the fleet with this turnkey unit. At our docks. **Asking $18,000**



SUNDOWNER 30 TUG Fibergloss/teak decks. Clean ond ready to cruise the Bay ond Delta. **Asking $56,000.**

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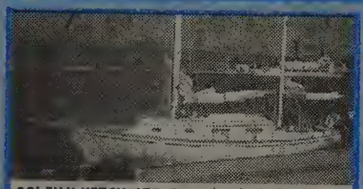
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German Frers design. Meticulously maintained. Moster stoteroom forward with islond queen berth. Seporote crew quorters. Fully equipped with everything you need plus more for luxurious cruising. **$215,000.**

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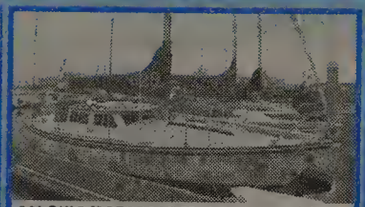
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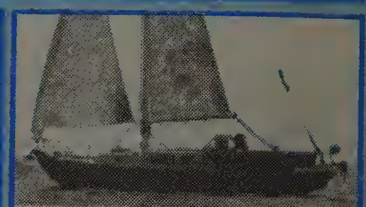
32' FUJI KETCH, '77. Pisces diesel rebuilt '96. New rigging. New prop shaft & cutlass bearing. Topsides repainted & new gelcoat, '98. Salid teak interiar. Full keel. Great cruising baat. **$42,000.**



29' GULF MOTORSAILER, '89. Universal diesel. Dual steering stations. Good electronics. Lines led aft. **$32,900.**



ISLANDER 36, '77. Perkins dsl. Fully battened main. Roller furling jib. Blue hull. Hydraulic backstay adjuster. Many extras. **$38,000.** Also '74 $29,500 & '73 $37,500.



35' SPENCER, '65. Completely outfitted for cruising. Perkins 4-108. Newer sail inventory. Newer LPU paint job. Self-steering. Radar. Ham radio. **$55,000.**



36' ISLANDER FREEPORT, '79. Bob Perry Design, great layout. Two to chaose from. Asking **$45,000 & $69,500.**

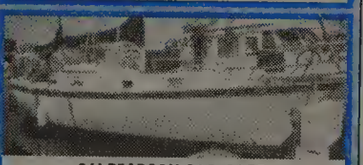
SELECTED CRUISING YACHTS

SAIL								
57'	CHINESE JUNK	'71	159,000	36'	PEARSON*	'77	63,000	28'	ISLANDER	'76	15,000
51'	BENETEAU	'86	215,000	35'	RAFIKI	'79	65,000	26'	PEARSON	'78	10,500
48'	C&C LANDFALL*	'80	159,000	35'	RAFIKI	'80	59,000	26'	CHEOY LEE	'63	7,800
47'	OLYMPIC, SD	'78	145,000	35'	COLUMBIA*	'79	59,500	26'	ERICSON	'88	28,000
43'	SPINDRIFT	'81	127,000	35'	ALBERG	'65	29,900	26'	PEARSON	'75	9,500
43'	STEEL PH	'88	66,000	35'	ROBB	'63	45,000	25'	CATALINA	'99	30,000
43'	MORGAN	'85	115,000	35'	CHEOY LEE	'79	47,500	25'	CORONADO*	'63	3,500
42'	GOLDEN WAVE	'81	99,000	35'	ENDURANCE*	'77	69,900	22'	CAPE DORY	'86	12,500
41'	CT	'74	74,000	35'	SPENCER	'65	55,000	POWER			
41'	RHODES	'66	93,000	34'	CAL	'77	Inquire	56'	FELLOW/STEWART	'27	38,000
41'	ALUMINUM	'77	54,500	34'	TRUE NORTH	'78	55,000	50'	STEPHENS	'65	135,000
41'	MORGAN	'73	59,900	33'	NEWPORT	'84	30,900	48'	CHRIS CRAFT	'50	98,000
41'	C&C	'85	99,990	33'	CHEOY LEE	'75	34,500	43'	HATTERAS	'80	195,000
40'	SLOOP WOODIE	'90	75,000	32'	WESTSAIL	'75	49,900	42'	KHA SHING FB	'84	140,000
40'	CAL	'68	56,000	32'	FUJI	'77	42,000	41'	BLUEWATER	'73	46,000
40'	KETTENBERG	'59	27,500	32'	ERICSON	'72	19,000	41'	CHRIS CRAFT	'84	124,900
38'	ISLANDER F/PORT	'85	89,500	32'	SENATOR*	'78	38,000	40'	MARINE TRADER	'87	74,000
38'	ULMER ALUM.	'95	95,000	32'	ERICSON	'76	23,000	40'	STEPHENS*	'25	59,500
38'	CATALINA	'85	51,999	31'	HUNTER	'85	36,000	38'	CHRIS CRAFT	'89	39,500
37'	O'DAY	'79	45,000	30'	ISLANDER	'75	15,900	38'	MATTHEWS	'25	24,900
37'	CREALOCK (NZ)	'84	70,000	30'	SANTANA	'79	19,750	33'	CARVER	'76	42,000
37'	FISHER	'77	88,000	30'	ANGELMAN	'62	32,000	32'	GRAND BANKS	'70	48,500
37'	RAFIKI	'80	74,900	30'	HUNTER	'91	49,900	30'	TOLLYCRAFT	'72	26,000
365	PEARSON	'77	47,000	29.5	HUNTER	'94	42,000	29'	OWENS	'59	12,500
36'	ISLANDER F/PORT	'79	69,500	29'	GULF MS	'89	32,900	28'	WELLCRAFT Exp	'85	39,000
36'	ISLANDER F/PORT	'79	45,000	29'	CAL 9.2	'83	24,500	23'	BAYLINER	'86	13,900
36'	ISLANDER	'73	37,500	28'	ISLANDER	'75	24,500	23'	COBALT	'89	18,000
36'	ISLANDER	'74	29,500	28'	TRADEWINDS	'67	24,500	20'	CORRECT CRAFT	'77	13,500
38'	COLUMBIA	'70	30,900	28'	BENETEAU	'88	34,000				

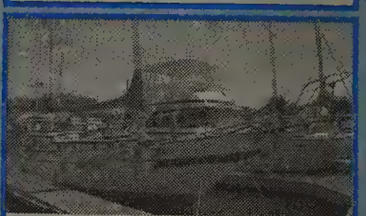
*Located in San Diego



41' C&C, '85. Owned by a sailmaker. Exceptionally nice layout. Shows great pride of ownership. **$99,900.**



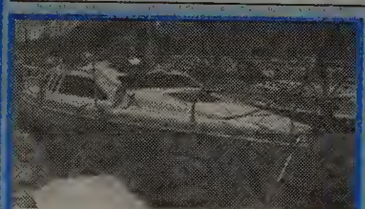
36' PEARSON 365, 1977, CUTTER RIG.
New upholstery, new deck hatches. Westerbeke diesel. RF headsail. Large ST primaries. **$47,000.**



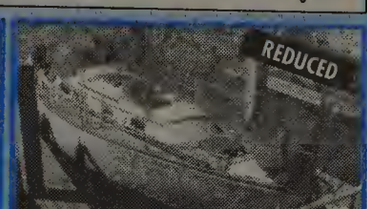
41' CT, '74. William Garden designed ketch. Beautifully maintained. Volvo Penta dsl w/600 hrs. Dinghy on davits. Wanderful liveaboard/cruiser. **$74,000.**



41' MORGAN OUT ISLAND, '73. Rebuilt engine. Many upgrades in past year. Center cockpit with owner's S/R aft. Great liveabrd/cruiser. Reduced to **$59,500.**



HUNTERS: 29.5, '94, $42,000. Owner motivated. **30', '91, $49,900.** Very clean. **31', '85, $36,000.** New bottom paint.



35' CHEOY LEE '79. Aluminum spars. Brand new main. Profurl. ST winches. Electric windlass. Great shape. **$49,500.**



37' O'DAY, '79. Refit in 1995. Excellent condition. Volva diesel w/800 hrs. Center cockpit w/separate owners' cabin aft, head/shawer ensuite. **$45,000.**

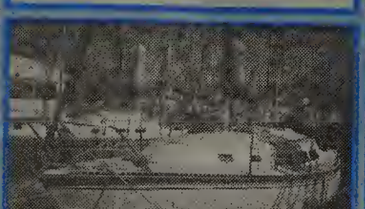
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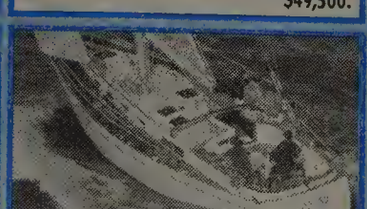
38' ISLANDER FREEPORT, 1985
$89,500
Located in San Carlas. Bristol canditian.

43' MORGAN, 1985
$115,000
Located in San Carlos.
This twa boat awner is MOTIVATED!

43' SPINDRIFT, 1981
$127,000
Located in La Paz.
The sellers would love ta give yau a tour af the boat – they are on board May/June.



33' NEWPORT MKII, '84. Very well maintained. Universal diesel. New electronics. Roller furling headsail. New upholstery. **$30,900.**



37' FISHER, '75. Pilothouse ketch. Great cruising boat. Yanmar diesel. ProFurl roller furling. Needs TLC but owner motivated. **$88,000.**

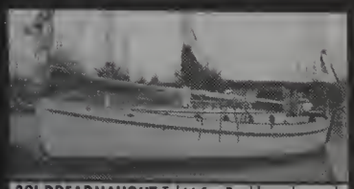


48' C&C LANDFALL, 1980.
Three cabin layaut. Engine completely rebuilt. Radar, GPS, autopilot, Onan genset.
Vessel hails aut af San Diego.
$159,000.

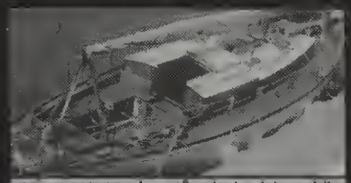
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32' DREADNAUGHT Tahiti Ctr. Double-ender, teak decks over full F/G construction, full galley, dink, cruising keel, 40 hrs on rblt dsl & more. **Ask $39,000.**



36' CHEOY LEE sloop. All teak, diesel, beautifully maintained, roller furling, spinnaker, original owner. Must be seen! Extremely nice. **Asking $49,500.**



50' STEPHENS [illegible] deck hybridge dsl motoryacht. Outstanding. Port Orford cedar over white oak w/teak decks & cabins, aft stateroom, loaded. **$135,000.**



41' CHEOY LEE OFFSHORE KETCH F/G, dsl, full galley, teak decks and interior appointments, wheel. Cruising keel and more. **Try $60,000/offer.**

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ALDEN KETCH. 39-ft on deck. Near new dsl, dbl reef main, mizzen, club, 90% & 110% jibs, spinnaker, mizzen spinnaker, mizzen stays'l. Wheel. Nice! **$56,500.**



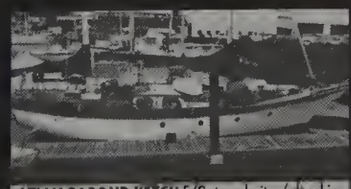
40' CAL SLOOP Full F/G construction, Lopworth design, rod rigging, New North sails & lrg inventory incl. spinnaker, roller furl, dsl, wheel, in nice shape. **$56,000.**



48' SPARKMAN & STEPHENS sloop. Diesel, full keel w/cutaway forefoot, roller furl, good inventory, wheel. So. Pac. vet. A great performance cruiser. **Asking $89,000.**



26' CLIPPER CRAFT by Oregon Dories. I/O, full golley, galv. trailer, fish finder, VHF, GPS, swim plat, live bait tank and more. **$19,900.**



47' VAGABOND KETCH F/G ctr cockpit w/ off cabin, wheel, dsl, genset & more! Very popular Wm Garden design loaded w/gear & needing TLC. **Asking $85,000.**

SAIL

65' PH ketch, ferro, dsl ++ 55,000
60' FIFE cutter, iron, new dsl 195,000
60' LOD PH schooner, dsl 225,000
56' HERESHOFF Marco Polo schooner: exquisite! 500,000
54' SCHOONER, classic, '29 by Perkins Teak & copper 375,000
47' LOD Wm. GARDEN gaff schooner, ferro, dsl, lots of gear 35,000/offer
43' WITTHOLZ steel PH slp, strong, excellent cond., dsl 66,000
42' SCHOONER, Winslow/Blanchard .. Very nice, rblt '94 142,000
42' WALSTED slp. One of the world's finest wood builders 133,000
41' CORONADO, cent. cockpit, dsl, roller furl, roomy cruiser in v. nice shape ..... 57,000.
40' LOD Wm Garden Schooner, New! Dsl, PH, more! 205,000
40' CHINESE JUNK, dsl, lrg aft cabin, nice & roomy ..... Try 50,000
37' FISHER PH ketch, FG, dsl .. 88,000
36' STAYSAIL SCHNR, ATKIN designed, diesel, FG over cold-mold over strip plank. VERY STRONG! 45,000
36' COLUMBIA/CREALOCK slp . 21,500
36' COLUMBIA/TRIPP, radar + 27,000
36' CROCKER Sea Dawn ketch. Dsl, classic, hweel, etc. 35,000
35' Alum. SCHOONER, gaff, dsl 36,500
34' COLUMBIA slp, diesel 16,000
33' ISLANDER slp, I/B, roomy . 12,500
32' LAPWORTH DASHER by Easam. Classic ocean racer, i/b, basic performance cruiser by o great builder & designer Asking 16,500
32' DASHER 12,500
30' RAWSON 12,000
30' JOLLY ROGER slp, diesel ... 11,000
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30' ERICSON slp, spinnaker ++ 14,000
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28' LANCER MkV sloop, '84 13,400
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34' CHRIS CRAFT Commander, '63, twin gas, great boat 26,500
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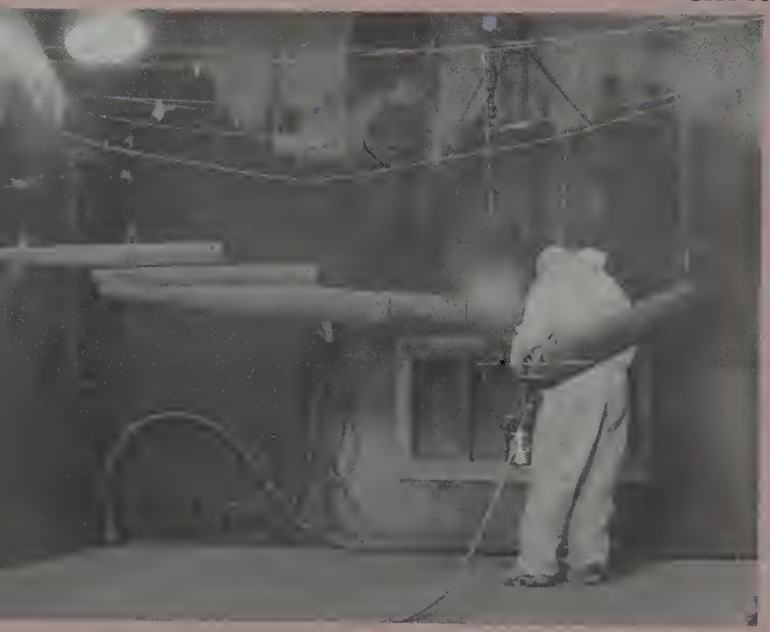
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